

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 Limited Waiting Restriction – Ripponden Road, Oldham
Report Author:	Andy Cowell, Traffic Engineer
Ward (s):	St James

Reason for the decision:

Ripponden Road forms part of the A672 strategic route connecting Oldham with Ripponden. To the north-east of Broadbent Road, which is located on the north-west side of Ripponden Road, there are a number of local shops, mixed with residential properties. There are 24 hour waiting restrictions in place to protect a bus stop, traffic island and two junctions.

Due to these restrictions, the shops do not have access to any convenient parking directly outside the premises and rely on parking either on Broadbent Road, or further north-east along Ripponden Road, where there is an unrestricted parking bay outside a block of residential properties. However, these areas are often full, leaving customers with nowhere convenient to park and making deliveries very difficult.

One of the shop owners has contacted the Council to request limited waiting restrictions be introduced in a section of the parking bay to allow customers to park nearby and make it easier for deliveries to take place. The request is supported by a Ward Member.

Officers have inspected the location and support the proposal. The existing unrestricted parking bay is 50 metres long. The proposed limited

waiting restriction would be 14 metres long and would be accommodated at the south-western end of the bay, the nearest point to the shops. It would accommodate two vehicles or a delivery vehicle. The operational times would be restricted to Monday to Saturday between the hours of 8am and 6pm, leaving local residents to utilise the same space outside of these hours in the evening and overnight.

It is, therefore, proposed to promote a new limited waiting restriction along Ripponden Road as detailed on plan 47/A4/1708/1.

If approved, the proposal would allow customers to park closer to local shops and create a safe space for the loading and unloading of goods.

Summary:

The purpose of this report is to consider the introduction of a limited waiting restriction along Ripponden Road, Oldham.

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 B Sharp supports the proposal.

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
Provision of Road Markings, sign and pole	800
Total	2,000

The advertising & road marking expenditure of £2,000 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:

None.

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

None.

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/A4/1708/1

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

**Part I Schedule 2
Permitted Parking**

Item No	Length of Road	Duration	Maximum Period For Which a Vehicle May Wait	Maximum Period Before Vehicle May Return	Exemptions
	<p style="text-align: center;"><u>Ripponden Road, Oldham</u> (North-west side)</p> <p>From a point 60 metres north-east of its junction with Broadbent Road for a distance of 14 metres in a north easterly direction</p>	8am – 6pm Mon to Sat	1 hour	1 hour	A, B1, B2, B3, B4, C, F, G, H2, J, K4, K5, N

There are no background papers for this report

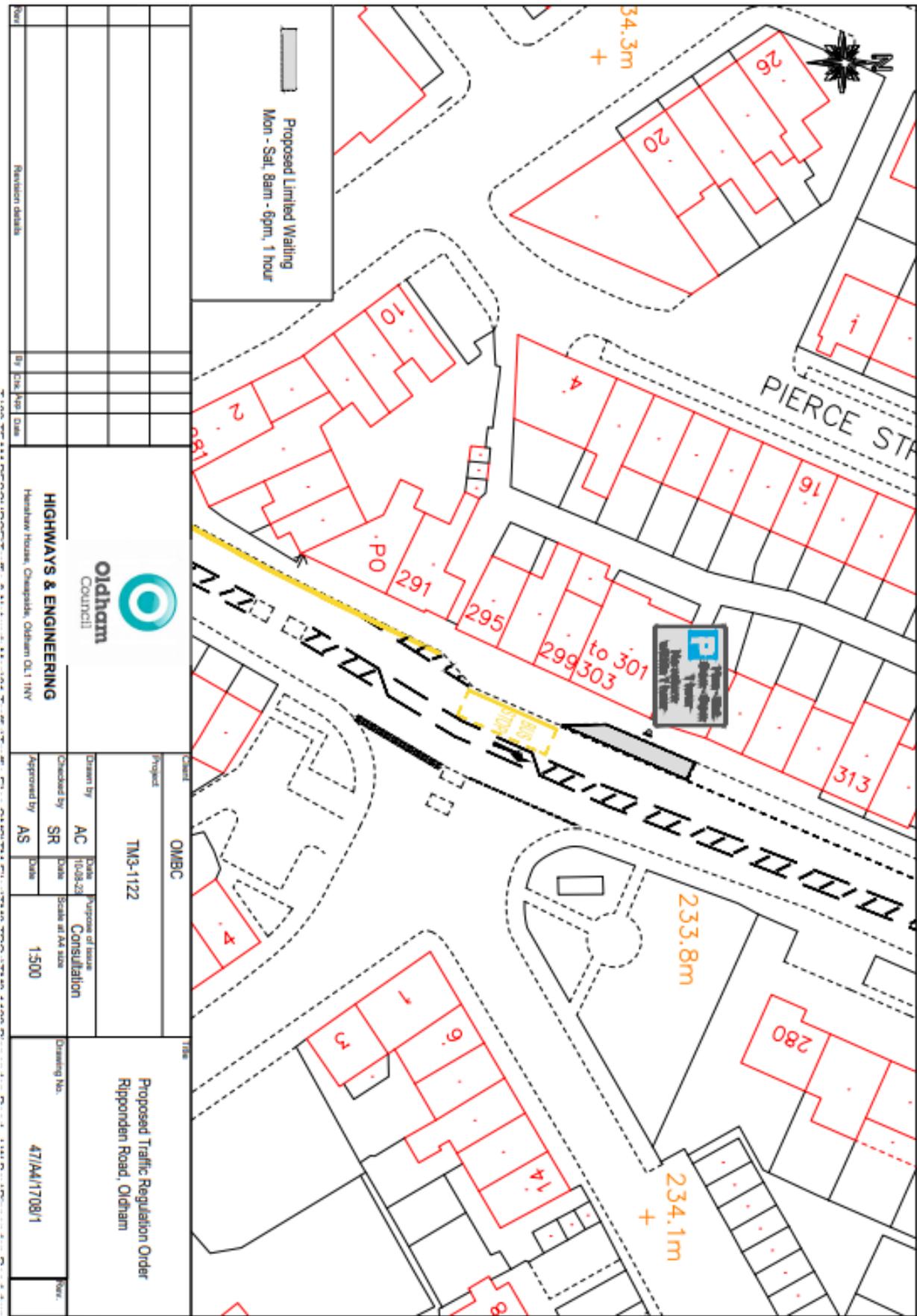
Report Author Sign-off:	
Andy Cowell	
Date:	
30 November 2023	

In consultation with Director of Environment



Signed :

Date: 4th December 2023





Oldham Council

HIGHWAYS & ENGINEERING

 Headrow House, Chesapeake, Oldham OL1 1NV

Client	OMBC
Project	TM3-1122
Drawn by	AC 10/08/22
Checked by	SR 10/08/22
Approved by	AS 10/08/22
Scale of A4 size	1:500
Version of issue	Consultation

Project Title	Proposed Traffic Regulation Order Rippolden Road, Oldham
Drawing No.	47/04/1708/1
Rev.	

Rev.	Revision details	By	Date