

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

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

**Date of Decision:** 5 September 2023

**Subject:** Revocation of Parking and Proposed Prohibition of Waiting – Mellor Street, Lees

**Report Author:** Mark Woodhead, Traffic Engineer

**Ward (s):** Saddleworth West and Lees

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**Reason for the decision:**

Mellor Street is in the centre of Lees and provides access from the A669 High Street to a number of residential properties and Leesbrook Surgery.

Due its close proximity with the centre of Lees and the presence of public facilities, On Street Parking is permitted along the east kerb line of Mellor Street.

The On Street parking is limited to a 1 hour duration with No return within 2 hours, Monday to Saturday, 8am to 6pm.

The Highways Department of the Council recently received a report that the vehicles parked legally are restricting vehicle movements at the junction of Taylor Street/Mellor Street

Officers have inspected the location and support the replacement of part of the On Street parking provision with additional 'No Waiting At Any Time' restrictions to resolve this issue.

It is proposed to promote a 'No Waiting At Any Time' restriction as detailed on plan 47/A4/1699/1

**Summary:**

The purpose of this report is to consider the reduction of On Street parking and replacement with a prohibition of waiting restriction on Mellor Street, Lees

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):***

The alternative options considered were to provide footway build outs to remove parking. This option is expensive and would still require the revocation of the On Street parking

Do nothing and make no changes to restrictions and continue to contribute to vehicle movement issues at the junction of Taylor Street and Mellor Street.

The recommendation will address the issue reported to Highway Officers and still provide an opportunity for Blue Badge holders to park their vehicles should the on street parking spaces be fully utilised

***Justification:***

If approved, the proposal will:

- provide clear carriageway space to assist vehicle movements at the junction of Taylor Street/Mellor Street;
- Improve safety for motorists and pedestrians; and
- Maintain parking opportunities for Blue Badge holders

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted***

The Ward Members have been consulted and Councillor A Marland supports these proposals in order to improve visibility at Acorn Mill and Taylor Street. I look forward to them being accepted and progressed this year.

Councillor S Al-Hamdani also 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 the prohibition of waiting restrictions are 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:

<b>£</b>	
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 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 conditions

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Roselyn Smith)

**Risks:**

None

**Co-operative agenda**

Implementing a No Waiting At Any Time restriction on Mellor Street will not only keep pedestrians safe but will also improve conditions for large vehicles accessing the road. (Mahmuda Khanom, Policy Support Officer)

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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

Delete from the Oldham Borough Council (Lees Area) Consolidation Order 2003

**Schedule 1  
Permitted Parking**

Item No	Length of Road	Duration	Maximum period for which a vehicle may wait	Maximum Period Before Vehicle May Return	Exemptions
L29	<u>Mellor Street (East Side)</u> From a point 72metres south of its junction with Acorn Street for a distance of 51 metres in a southerly Direction	Mon to Sat 8am until 6pm	1hr	2hr	A,B1, B2, B3, B4, C,E
L29	Mellor Street (East Side) From a point 15metres south of its junction with Acorn Street for a distance of 40 metres in a southerly direction	Mon to Sat 8am until 6pm	1hr	2hr	A,B1, B2, B3, B4, C,E,K4,P

**Schedule 2  
No Waiting At Any Time**

Item No	Length of Road	Duration	Exemptions	No Loading
L30	<u>Mellor Street (East Side)</u> From a point 42 metres south of its junction with Acorn Street for a distance of 30 metres in a southerly Direction	At Any Time		

**Schedule 3**

**Permitted Parking**

Item No	Length of Road	Duration	Maximum period for which a vehicle may wait	Maximum Period Before Vehicle May Return	Exemptions
	<u>Mellor Street (East Side)</u> From a point 101 metres south of its junction with Acorn Street for a distance of 22 metres in a southerly direction	Mon to Sat 8am until 6pm	1hr	2hr	
	<u>Mellor Street (East Side)</u> From a point 15metres south of its junction with Acorn Street for a distance of 27 metres in a southerly direction	Mon to Sat 8am until 6pm	1hr	2hr	

**Schedule 4**

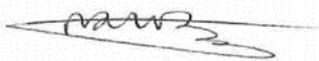
**No Waiting At Any Time**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Mellor Street (East Side)</u> From a point 42 metres south of its junction with Acorn Street for a distance of 59 metres in a southerly direction	At Any Time		

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

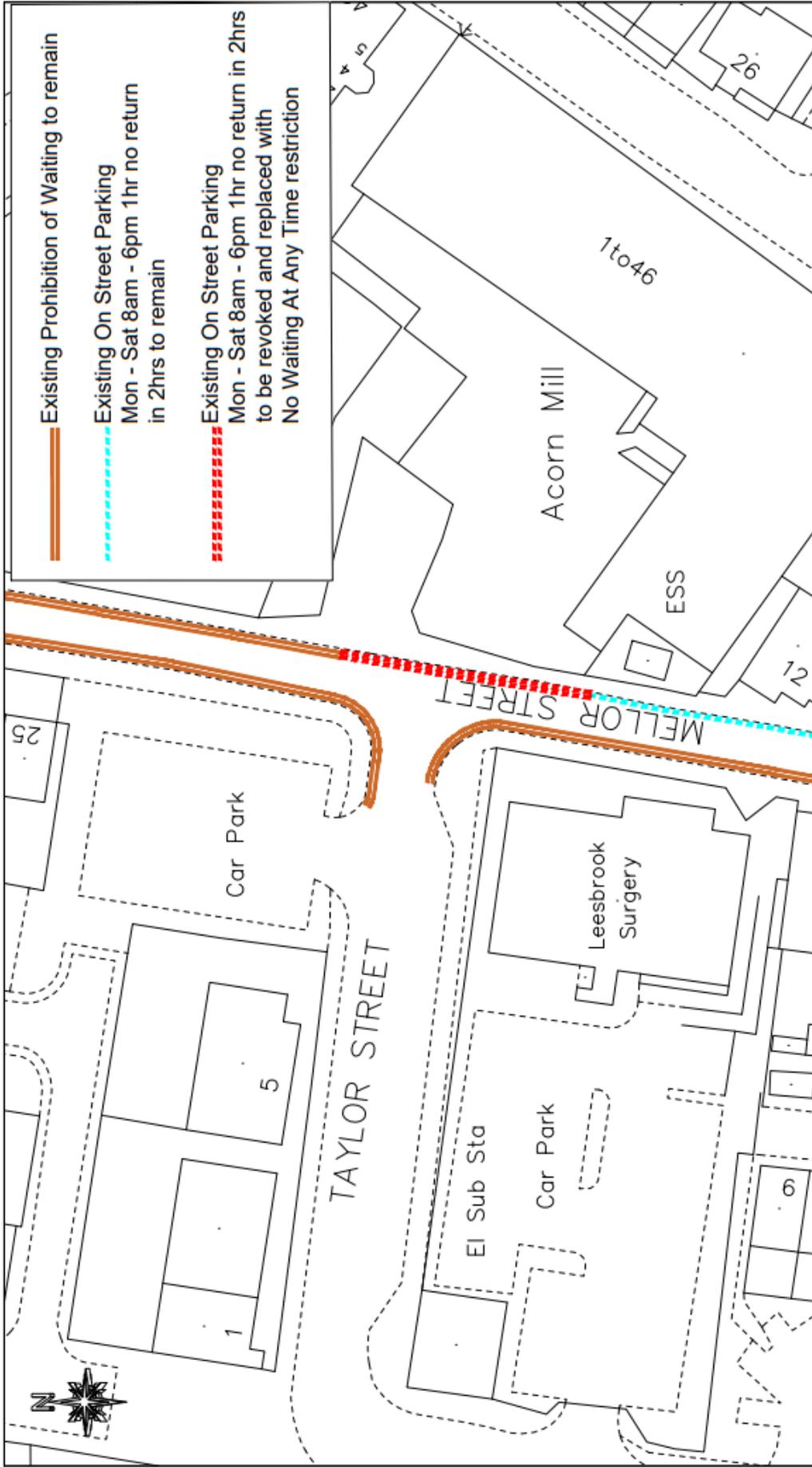
<b>Report Author Sign-off:</b>	
Mark Woodhead	
<b>Date:</b>	
5 September 2023	

In consultation with Director of Environment



Signed :

Date: 21.09.2023



**Existing Prohibition of Waiting to remain**  
 Existing On Street Parking  
 Mon - Sat 8am - 6pm 1hr no return  
 in 2hrs to remain  
**Existing On Street Parking**  
 Mon - Sat 8am - 6pm 1hr no return in 2hrs  
 to be revoked and replaced with  
 No Waiting At Any Time restriction

Rev	Revision details		By	Chk	App	Date	Drawing No.	47/A4/1699/1	Rev.
 <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Chesapeake, Oldham OL1 1NY							<b>OMBC</b> TMS - 1115 Mellor Street, Lees		Revocation of Parking and Proposed Prohibition of Waiting
Client			Project			Title			
Drawn by		MJW	Date		Feb 23	Purpose of issue		Consultation	
Checked by		SR	Date		Feb 23	Scale at A4 size		1:1000	
Approved by		AS	Date		Feb 23				

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