

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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 19 June 2024

Subject: Proposed Prohibition of Waiting – Gloucester Street North / Radnor Street, Werneth

Report Author: Jill Yates, Traffic Engineer

Ward (s): Werneth

Reason for the decision:

A complaint has been received via a Ward Member regarding obstructive parking taking place through the bend area where Gloucester Street North meets Radnor Street. It is reported that parking denies access for larger vehicles attempting to travel through the bend. Consequently, delivery vehicles and some larger cars are regularly prevented from traveling the full length of both streets.

The properties along both streets have no off-street parking provision; general use parking facilities are available, but these soon become fully utilised, or residents opt to park directly outside their properties.

The carriageway along both Gloucester Street North and Radnor Street is not wide enough to accommodate on-street parking and two-way flow of traffic, hence the reason why parked vehicles are obstructing the route, particularly when parked through the bend.

In view of the difficulties being experienced, the Ward Members have asked that double yellow lines be introduced.

Summary:

It is proposed to extend the existing 'No Waiting At Any Time' restriction along the south easterly kerb line of Radnor Street and the north easterly kerb line of Gloucester Street North. In addition, restrictions are also proposed on the opposite side of both roads on the inside of the bend area, in accordance with drawing number 47/A4/1721/1.

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

Option 1: To approve the recommendation and remove the obstructive parking that is preventing access along the street.

Option 2: Not to approve the recommendation and allow the obstructive parking to continue.

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

The Ward Members have been consulted and Councillor F Hussain has commented, parking is difficult around this area so need to get it right first time rather than TRO an area that doesn't need it.

There are parking bays on Radnor Street therefore I don't feel there's a need for TRO here (apart from the bend) – unnecessary budget spend.

Response to Councillors Comments

The length of yellow lines can be reduced to maximise on-street parking. The proposal has been amended and the scheme to be progressed is now described in the schedules at the end of this and detailed on the amended drawing.

Councillor N Ibrahim has commented, I am happy for this to be approved as I was the Councillor that proposed this. There is a great concern with parking on Gloucester St North, as the residents have previously raised concerns but no action has been taken. I have seen photo evidence of how parked cars cause issues and obstruct vehicles from travelling through at all times of the day and night. There is severe concern especially if there was an emergency vehicle that needed access in a situation and the owner of the vehicle was not contactable.

I have photo evidence over a number of months regarding this issue if needed can be provided

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 restriction is introduced along Gloucester Street North and Radnor Street 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 £1,000 will be funded from the 2024/25 Highways TRO & road markings budgets.

(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

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

No

What are the **property** implications

None

Risks:

The introduction of yellow lines at this location will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the new lining.

Vicki Gallacher (Head of Insurance and Information Governance)

Co-operative implications

The proposals recommended in this report will improve road safety and therefore the safety of our residents. This is important to residents and therefore this proposal shows how we are working cooperatively to improve the lives of our residents. (James Mulvaney, Policy Manager)

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

None

Environmental and Health & Safety Implications

Removal of inconsiderate parking will improve road safety.

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/A4/1721/1

Delete from the Oldham Borough Council (Oldham Area) Consolidation Order 2003
Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
(O276)	<u>Radnor Street</u> (Both sides) From its junction with Lincoln Street for a distance of 5 metres in a north easterly direction	At any time	A, B1, B3, B4, C, E, J, K4	

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

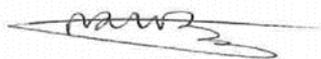
Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Radnor Street</u> (south east side) From its junction with Lincoln Street for a distance of 10 metres in a north easterly direction	At Any time		
	<u>Radnor Street</u> (north west side) From its junction with Gloucester Street North for a distance of 10 metres in a south westerly direction	At Any time		
	<u>Radnor Street</u> (south east side) From its junction with Gloucester Street North for a distance of 22 metres in a south westerly direction	At Any time		
	Gloucester Street North (north east side) From its junction with Hereford Street for a distance of 10 metres in a south easterly direction	At Any time		
	Gloucester Street North (north east side) From a point 50 metres south east of its junction with Hereford Street to its junction with Radnor Street	At Any time		
	Gloucester Street North (south west side) From a point 33 metres south east of its junction with Hereford Street to its junction with Radnor Street	At Any Time		

There are no background papers for this report

Report Author Sign-off:	
Jill Yates	
Date:	
18 June 2024	

In consultation with Director of Environment



Signed :

Date: 19.06.2024

