

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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 20 June 2024

Subject: Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Failsworth East

Reason for the decision: The junction of Propps Hall Drive / Poplar Street / Stott Street is situated within a residential area of Failsworth East. Poplar Street provides a connection between the residential area and the A62, Oldham Road.

A mini roundabout feature is marked at the junction to aid vehicle movements and is also part of a wider traffic calming scheme.

The footway areas along Propps Hall Drive are overly wide, which encourages residents to use them as parking facility, and whilst this occurs throughout its full length, a concentration of parking is now taking place at the roundabout area which is forcing motorists to pull forward of the give way line on the Poplar Street side of the roundabout in order to observe approaching traffic.

A Ward Member has reported the problem to the Traffic Team and has requested that measures be introduced to stop this practice.

Officers have inspected the location and have observed the reported problematic parking.

It is, therefore, proposed that 'No Waiting At Any Time' restrictions be introduced as detailed on drawing number 47/A4/1719/1

Summary:

The purpose of this report is to consider the introduction of 'No Waiting At Any Time' restrictions at the junction of Propps Hall Drive, Stott Street and Poplar Street so as to remove parking and improve intervisibility for all road users negotiating the roundabout.

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

Option 1 – Introduce the double yellow lines to improve visibility and highways safety.

Option 2 – Do nothing 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 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 the prohibition of waiting restriction is 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 £1,000 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 double 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

The introduction of parking restrictions will reduce the risk of road traffic incidents.

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

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

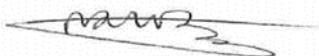
Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stott Street</u> <u>(north west)</u> From its junction with Poplar Street for a distance of 28 metres in a south westerly direction	At Any Time		
	Propps Hall Street (north west) From its junction with Poplar Street for a distance of 15metres in a north easterly direction	At Any Time		
	Poplar Street (both sides) From its junctions with Stott Street and Propps Hall Drive for a distance of 15metres in a north westerly direction	At Any Time		

There are no background papers for this report

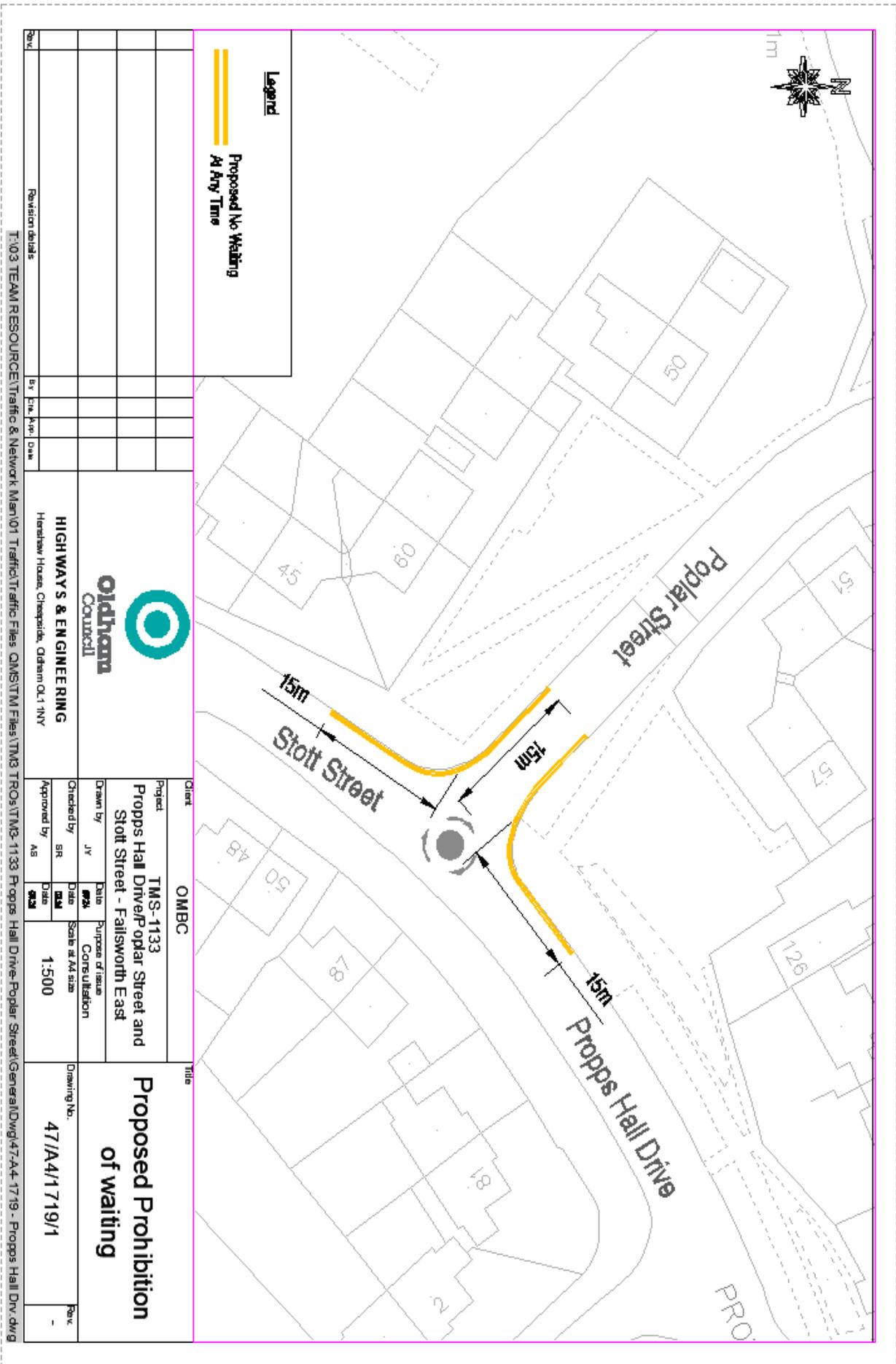
Report Author Sign-off:	
Jill Yates	
Date: 23 May 2024	

In consultation with Director of Environment



Signed :

Date: 20.06.2024



Legend

Proposed No Waiting
At Any Time

Rev	By	Date

Oldham Council

HIGHWAYS & ENGINEERING
Hereward House, Cheapside, Oldham OL1 1NY

Client	OMBC
Project	TMS-1133
Proposed Hall Drive/Poplar Street and Stott Street - Fallsworth East	
Drawn by	JV
Checked by	SJR
Approved by	AS
Date	09/04/24
Date	09/04/24
Purpose of Issue	Consultation
Scale at A4 size	1:500

Proposed Prohibition of waiting

Drawing No. 47/A/4/1719/1

T:\03 TEAM RESOURCE\Traffic & Network Man\01 Traffic\Traffic Files QMS\TMS\TMS3 TROS\TMS-1133 Propps Hall Drive/Poplar Street/General/Dwg/47-A-4-1719 - Propps Hall Dr.dwg