

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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 9 July 2024

Subject: Buckstones Road, Woodhouse Road and Dingle Avenue,
Shaw – Prohibition of Waiting and Bus Stop Clearway

Report Author: Sarah Robinson, Traffic Engineer

Ward (s): Shaw

Reason for the decision:

Buckstones Road is a 'B' classified road, which connects the A672 Ripponden Road at Grains Bar with the A663 Milnrow Road, Shaw. The majority of the route is rural in nature, only the length from Hillside Avenue to Milnrow Road becomes an urban environment due to frontage of residential properties and the access it provides to other residential side roads.

The length of Buckstones Road between Milnrow Road and George Street has recently seen an increase in on-street parking, which is believed to generate mainly from the residents of Milnrow Road, who live in the terraced properties and do not have off street parking provision. The parking is now at a level where the visibility for residents egressing from Woodhouse Road into Buckstones Road is obstructed, and larger vehicles are struggling to access Milnrow Road due to parking taking place on both sides of the street.

Requests have, therefore, been received from Ward Members and residents for measures to be introduced to control how on-street parking takes place.

Summary:

The purpose of the report is to approve the introduction of double yellow lines along parts of Buckstones Road, Woodhouse Road and Dingle

Avenue, together with the introduction of a Bus Stop Clearway on Buckstones Road, as detailed on drawing number 47/A4/1728/1 and in the schedules at the end of this report.

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

Options 1: Approve the introduction of yellow lines and improve safety / access along Buckstones Road

Option 2: Leave the parking arrangements as they are 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 H Sykes has commented, I do have concerns for road safety in this area, However, I am also concerned this is a lot of parking restrictions and I am worried where all the current parked cars and other vehicles will be displaced to and it might create more problems than it solves. The bus clearway is needed. The key for me is getting these enforced. Would it be possible to reduce the extent of the proposals? Is it possible to just have the clearway and the restrictions on either side of it between George Street and Woodhouse Road or something similar

Response to Councillors Comments

A reduction in the restrictions along Buckstones Road, as suggested, will not address the visibility problems for motorists leaving Woodhouse Road who are attempting to observe motorists approaching the junction along Buckstones Road from their left. It would also allow the obstructive parking to continue along Buckstones Road which affects access for larger vehicles entering and leaving Milnrow Road.

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 on behalf on the Bus Team, we are in full support of this scheme. The waiting restrictions in addition to the bus stop clearway will allow for buses to serve this stop unobstructed by parked vehicles.

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):

The preferred option is Option 1

Implications:

*What are the **financial** implications?*

The cost of introducing the measures is detailed below:-

	£
Advertisement of Order	1,200
Road Markings	500
Erection of Signs	300
Total	2,000

The advertising, road markings and signs will be funded from the relevant budgets within Highways.

(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.

Bus stop clearways can be introduced without the need for a Traffic Regulation Order. The Council has an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed. (Alan Evans)

What are the **treasurers'** comments?

What are the **procurement** implications? None

What are the **Human Resources** implications? None

Equality Impact attached or not required because (please give reason) No

What are the **property** implications? None

Risk assessments:	<p>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.</p> <p>(Vicki Gallacher, Head of Insurance and Information Governance)</p>
Co-operative implications	<p>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)</p>
Community cohesions, including crime and disorder implications	<p>The proposal will improve road safety for all highway users.</p>
Environmental and Health & Safety Implications	<p>The proposal will improve road safety for all highway users.</p>
IT Implications	<p>None</p>

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 / 1728 / 1

Add to the Oldham Borough Council (Crompton area) Consolidation Order 2003
Add to Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Buckstones Road</u> (South West Side) From a point 21 metres south east of Milnrow Road to a point 12 metres south east of Woodhouse Road	At Any Time		
	<u>Buckstones Road</u> (South West Side) From a point 10 metres north west of George Street for a distance of 7 metres in a north westerly direction	At Any Time		
	<u>Buckstones Road</u> (North East Side) From a point 15 metres north west of Dingle Avenue to a point 15 metres south east of Dingle Avenue	At Any Time		
	<u>Woodhouse Road</u> (Both Sides) From its junction with Buckstones Road for a distance of 10 metres in a south westerly direction	At Any Time		
	<u>Dingle Avenue</u> (Both Sides) From its junction with Buckstones Road for a distance of 10 metres in a north easterly direction	At Any Time		

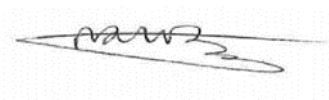
Introduce a Bus Stop Clearway

Location	Description	Hours of Operation
Buckstones Road South West Side	From a point 12 metres south east of Woodhouse Road to a point 17 metres north west of George Street	24 Hours

There are no background papers for this report

Report Author Sign-off:	
Sarah Robinson	
Date: 5 July 2024	

In consultation with Director of Environment



Signed :

Date: 9 July 2024

