

Delegated Decision Report

Decision below £250k



Subject:	Proposed Prohibition of Waiting - Parts of High Barn Street, Milton Street and Edge Lane Street, Royton
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Councillor C Goodwin, Portfolio Holder for Don't Trash Oldham
Decision date:	25 November 2024
Report author:	Mohamed Abdulkadir, Engineer
Ward (s):	Royton South

Reason for decision

The purpose of the report is to consider the extension of 'No Waiting At Any Time' restrictions along High Barn Street, Milton Street together with a short length along Edge Lane Street.

Recommendation(s)

The preferred option is Option 1: To approve the recommendations outlined above so as to improve road safety.

Background

High Barn Street and Milton Street, Royton, are located on the edge of Royton district centre. They are fronted mainly by residential properties, but there are also a small number of businesses in the vicinity, together with the health and leisure centres.

There are short lengths of yellow lines along both streets which protect the junction areas, with the remaining unprotected length being used throughout the week for parking.

Concerns have been raised by Ward Councillors that the parking taking place along High Barn Street is obstructing the visibility for motorists wishing to exit both Milton Street and Cardigan Street; the parking also makes access along the route difficult for larger vehicles. To address both issues, it is proposed to introduce double yellow lines.

In terms of Milton Street, a new development has recently been constructed on the grounds of a former mill. The existing day time restrictions were introduced to address the parking problems associated with the mill, but the environment has now changed, and the restrictions need amending to ensure junction manoeuvres at both Byron Street and High Barn Street can be maintained throughout the day and evening. It is therefore proposed to change the daytime restrictions to double yellow lines with the inclusion of an additional length of double yellow lines on approach to High Barn Street to ensure parking only takes place on one side of the road.

Alternative option(s) to be considered *(please give the reason(s) for recommendation(s))*

Option 1: To approve the recommendation and introduced restrictions as outlined

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

Consultation

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.

Implications

Financial	<p>The cost of introducing the measures are detailed below:</p> <table><tr><td></td><td>£</td></tr><tr><td>Advertisement of Order</td><td>1,200</td></tr><tr><td>Road Markings</td><td>500</td></tr><tr><td>Removal of 2 Waiting Plates, 1 Post</td><td>204</td></tr><tr><td>Total</td><td>1,904</td></tr></table> <p>The advertising, road marking and removal expenditure of £1,904 will be funded from the 2024/25 Highways TRO & road markings budgets. (J Edisbury)</p>		£	Advertisement of Order	1,200	Road Markings	500	Removal of 2 Waiting Plates, 1 Post	204	Total	1,904
	£										
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Total	1,904										
Legal	<p>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.</p>										

	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)
Equality impact including implications for Children and Young People	None
Co-operative	The proposal set out in this report aims to improve road safety by extending the no waiting at any time restrictions along High Barn Street. This is in line with our cooperative agenda. (James Mulvaney, Policy Manager)

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

Item No	Length of Road	Duration	Exemptions	No Loading
(CR94)	<u>High Barn Street</u> (North west side) From a point 18 metres south west of a point opposite the south-west kerb line of Oak Avenue for a distance of 15 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K4	
	<u>Milton Street</u> (east side) from its junction with High Barn Street for a distance of 28 metres in a north-westerly direction	At Any Time		
	<u>Milton Street</u> (east side) from a point 55 metres north-west of its junction with High Barn Street for a distance of 45 metres in a north-westerly direction	Mon - Fri 8am-6pm		

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

Part I Schedule I

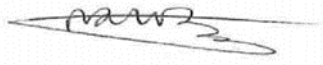
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>High Barn Street</u> (north west side) from its junction with Cardigan Street to the junction of Milton Street	At Any Time		

	<u>High Barn Street</u> (south east side) from its junction with Edge Lane Street for a distance of 58 metres in a south-westly direction	At Any Time		
	<u>Milton Street</u> (east side) from its junction with High Barn Street for a distance of 100 metres in a north-westerly direction	At Any Time		
	<u>Edge Lane Street</u> (south west side) from its junction with High Barn Street for a distance of 10 metres in a south-eastly direction	At Any Time		

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

Background Papers under Section 100D of the Local Government Act 1972

Report author sign-off	Mohamed Abdulkadir
Role	Traffic Engineer
Date of sign-off	6 November 2024

Approval	
Officer approval sign-off	
Role	Director of Environment
Date of sign-off	25/11/24

