

# Delegated Decision Report

Decision below £250k



<b>Subject:</b>	Proposed Prohibition of Waiting – Barry Street Area, Oldham
<b>Decision maker: Senior Officer</b>	Nasir Dad, Director of Environment
<b>Decision maker: Cabinet Member</b>	Councillor C Goodwin, Portfolio Holder for Don't Trash Oldham
<b>Decision date:</b>	03 March 2025
<b>Report author:</b>	Andy Cowell, Engineer
<b>Ward (s):</b>	St James

## Reason for decision

To consider the introduction of prohibition of waiting restrictions on Barry Street, Temple Street, Pennant Street and Back St James's Street, Oldham.

## Recommendation(s)

It is recommended that prohibition of waiting restrictions be introduced in accordance with the plan and schedule at the end of this report.

## Background

Barry Street is located to the east of Oldham town centre in a mainly industrial area. It extends from the A62 Huddersfield Road to Derker Street and is a bus route.

At its southern end, near to Huddersfield Road, there is a church and a number of businesses. Although there is little demand for on street parking in this area, with most businesses having off street parking, it is reported that on-street parking is taking place on Sundays which is affecting the area around the church.

A Ward Member has reported issues with vehicles obstructing the church entrance and the dropped kerbs near the entrance. There are a number of junctions in close proximity and there are no existing restrictions in place to restrict parking in this area. There is also a bus stop located directly outside the church which reportedly becomes obstructed.

Officers have met with the Ward Member on site and drafted a proposal for new restrictions in the area around the church. The ward member has consulted with the church, and they support the restrictions.

It is proposed to promote new prohibition of waiting restrictions on Barry Street, Temple Street, Pennant Street and Back St James's Street, Oldham, as detailed on plan 47/A4/1739/1.

If approved, the proposal would improve safety for motorists and pedestrians, including bus users, and improve access and egress at the church.

## Alternative option(s) to be considered

Option 1: To approve the recommendation

Option 2: Not to approve the recommendation

## Consultation

The Ward Members have been consulted and Councillor J Charters 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.

## Risks

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

## Implications

Financial	The cost of introducing the Order is show below: -	
		<b>£</b>
	Advertisement of Order	1,200
	Introduction of Road Markings	500
	<b>TOTAL</b>	<b>1,700</b>
	The advertising & road marking expenditure of £1,700 will be funded from the 2024/25 Highways TRO & road markings budgets.	
	(John Edisbury)	

<p>Legal</p>	<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> <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)</p>
<p>Equality impact including implications for Children and Young People</p>	<p>None</p>
<p>Co-operative</p>	<p>NA. (James Mulvaney, Policy Manager)</p>

Schedule

Drawing Number 47/A4/1739/1

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

**Part I Schedule 1**

**Prohibition of Waiting**

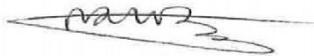
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Barry Street, Oldham</u> (East side)  From its junction with Huddersfield Road to its junction with Pennant Street	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Barry Street, Oldham</u> (West side)  From its junction with Huddersfield Road to a point 38 metres north of its junction with Back St James's Street	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Temple Street, Oldham</u> (South side)  From its junction with Barry Street for a distance of 23 metres in an easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Temple Street, Oldham</u> (North side)  From its junction with Barry Street for a distance of 29 metres in an easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Back St James's Street, Oldham</u> (North side)  From its junction with Barry Street for a distance of 6 metres in a westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<u>Back St James's Street, Oldham</u> (South side)  From its junction with Barry Street for a distance of 10 metres in a westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Pennant Street, Oldham</u> (South side)  From its junction with Barry Street for a distance of 23 metres in an easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

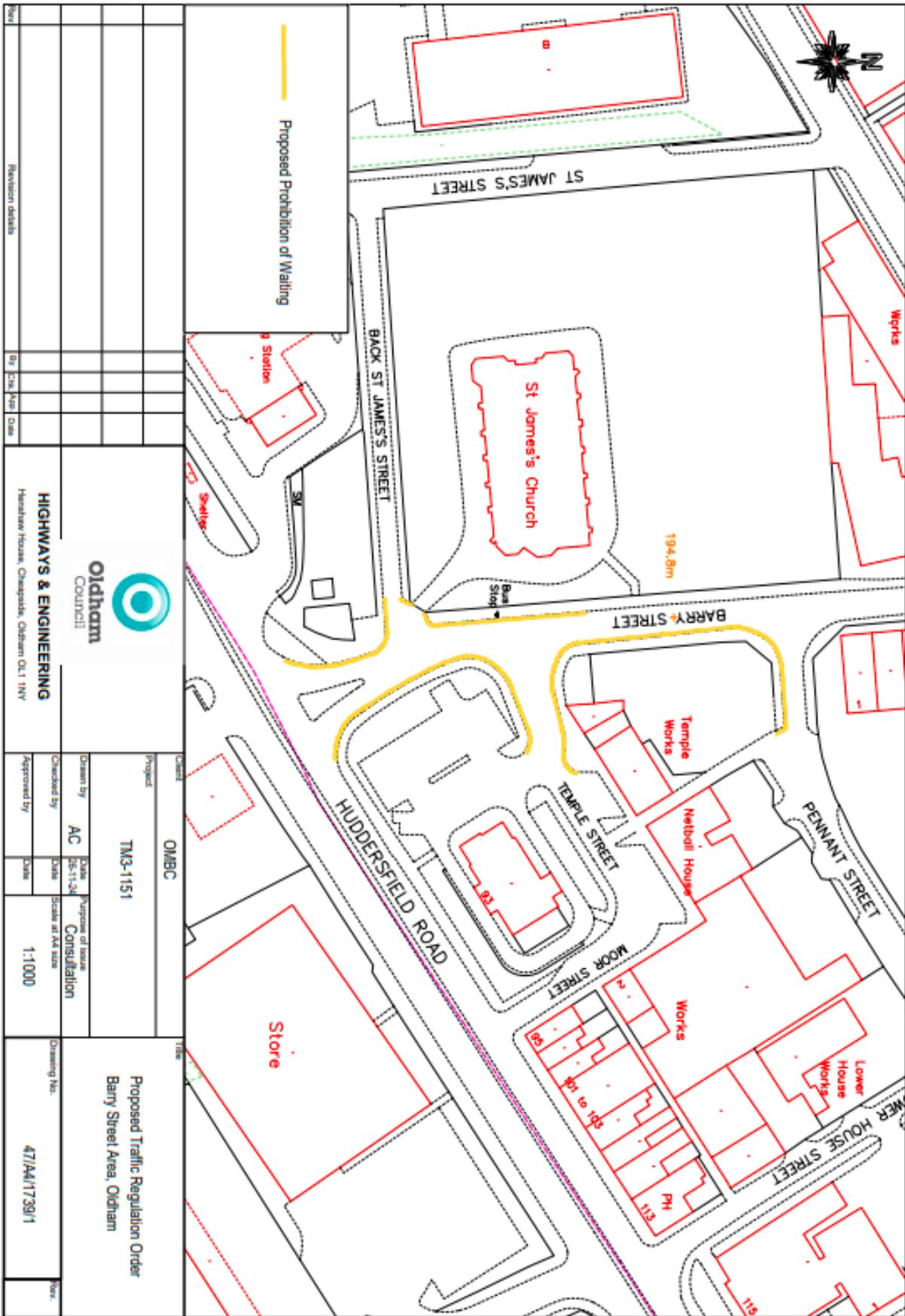
Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
Are any of the recommendations 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	Andy Cowell
Role	Traffic Engineer
Date of sign-off	18 February 2025

<b>Approval</b>	
Officer approval sign-off	 Nasir Dad

Role	Director of Environment
Date of sign-off	03 March 2025



Revision details	By	Date

  
**Oldham Council**  
**HIGHWAYS & ENGINEERING**  
 Huddersfield House, Chapelside, Oldham OL1 1NY

Client	OMBC
Project	TM3-1151
Drawn by	AC
Checked by	AC
Approved by	
Date	26-11-24
Purpose of issue	Consultation
Scale of A4 size	1:1000

Drawing No.	47/AA/1739/1
Proposed Traffic Regulation Order	Barry Street Area, Oldham

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