

Delegated Decision Report

Decision below £250k



Subject:	Proposed Prohibition of Waiting – Crompton Street and Bradford Street, Oldham
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:	03 March 2025
Report author:	Andy Cowell, Engineer
Ward (s):	Coldhurst

Reason for decision

To consider the introduction of prohibition of waiting restrictions at Crompton Street and Bradford Street

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

Crompton Street is located to the north of Oldham town centre, extending between Rochdale Road (A671) and Henshaw Street. It is a local distributor road fronted by some residential property and is a bus route.

At the western end, there is an unmarked bus stop located on the south side between Bradford Street and Rochdale Road. A member of the public has reported that bus drivers are unable to drop passengers at the stop due to parked vehicles. The complainant has to, therefore, alight the bus at the next stop near the hospital and walk 10 minutes back to get home.

Officers have inspected the location and witnessed parked vehicles obstructing the bus stop and this is a regular occurrence due to the high demand for on-street parking near the hospital. Currently, waiting restrictions are only present to the west of the bus stop at Rochdale Road and on the north side. Therefore, to protect the bus stop, Officers support the introduction of restrictions on the south side at the bus stop to address the issue reported. Due to the proximity of a road hump near the bus stop, it would not be appropriate to mark out a bus stop clearway so standard 24 hour waiting restrictions are proposed. The proposed restrictions are extended into Bradford Street to address obstructive parking at the junction as well. The restrictions will also protect the crossing point at the junction where currently parked vehicles obstruct the two dropped kerbs.

It is proposed to promote new prohibition of waiting restrictions on Crompton Street and Bradford Street, Oldham, as detailed on plan 47/A4/17132/1.

If approved, the proposal would enable bus users to board and alight at the bus stop on Crompton Street and would improve safety for motorists and pedestrians using the junction of Crompton Street and Bradford Street.

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 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 on behalf of the Bus Team there are no comments I wish to make.

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

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> <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>
Equality impact including implications for Children and Young People	Not required because the measures proposed are aimed at improving highway safety
Co-operative	NA. (James Mulvaney, Policy Manager)

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/A4/1732/1

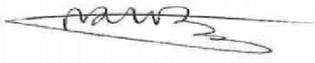
Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003

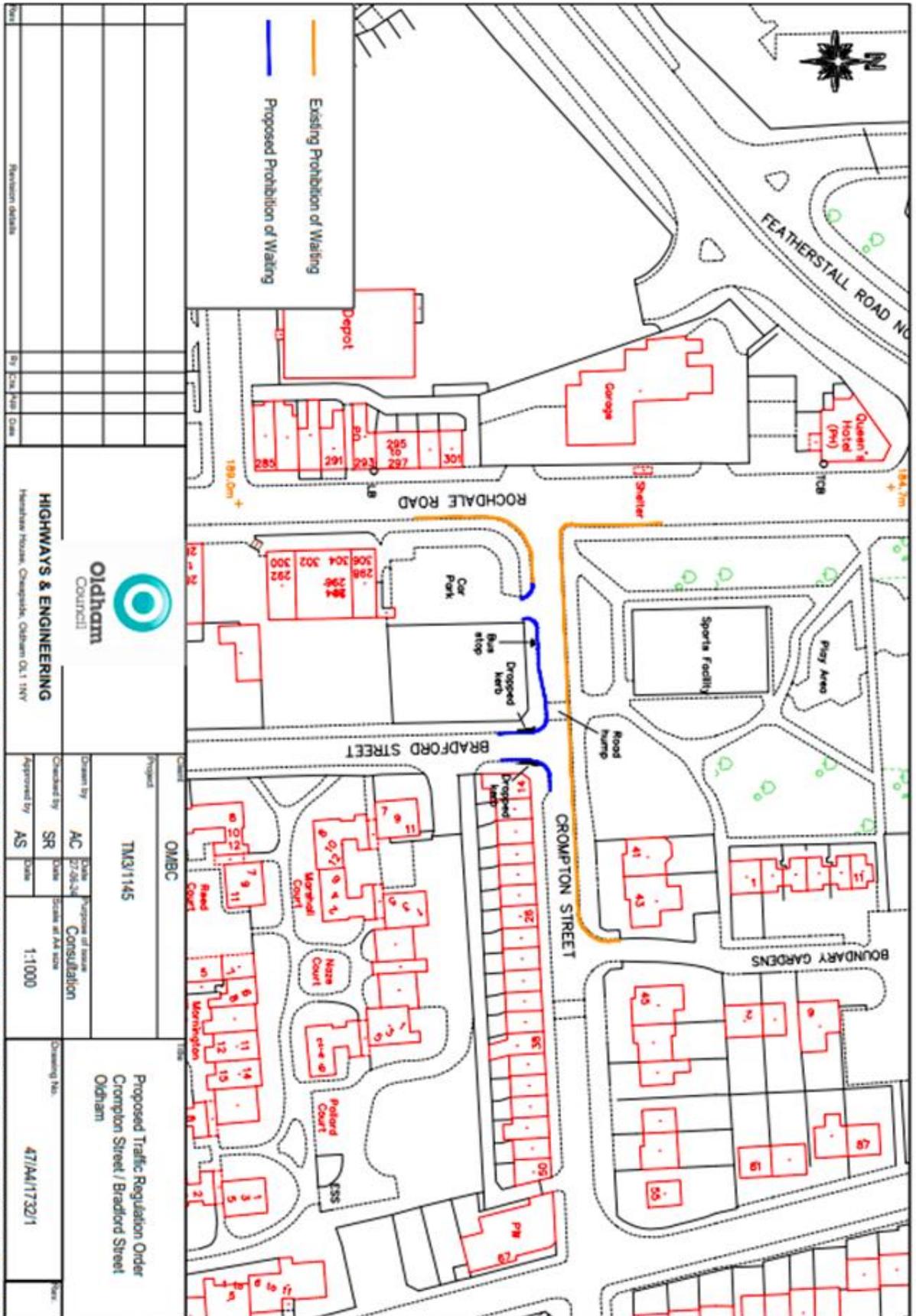
Part I Schedule 1

Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Crompton Street, Oldham</u> (South side)</p> <p>From a point 14 metres east of its junction with Rochdale Road to a point 7 metres east of its junction with Bradford Street</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Bradford Street, Oldham</u> (Both sides)</p> <p>From its junction with Crompton Street for a distance of 10 metres in a southerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

Report author sign-off	Andy Cowell
Role	Traffic Engineer
Date of sign-off	18 February 2025

Approval	
Officer approval sign-off	 Nasir Dad
Role	Director of Environment
Date of sign-off	03 March 2025



1:103 TEAM RESOURCE Traffic & Network Man/01 Traffic/Traffic Files/QMS/STM Files/1145 Crompton Street, Oldham - PoW/Crompton Street.dwg

Revision details	By: [Blank]	Date: [Blank]	Drawn by: [Blank]	Checked by: [Blank]	Approved by: [Blank]	Drawing No: 47/M/1732/1
<p>Oldham COUNCIL</p>			<p>HIGHWAYS & ENGINEERING</p> <p>Headway House, Chesapeake, Oldham OL1 1NY</p>		<p>Project: TM3/1145</p> <p>Client: OMBC</p> <p>Proposed Traffic Regulation Order Crompton Street / Bradford Street Oldham</p>	
<p>Drawn by: AC 07/06/24</p> <p>Checked by: SR 07/06/24</p> <p>Approved by: AS 07/06/24</p>			<p>Scale of A4 size</p> <p>Scale of A1 size</p> <p>1:1,000</p>		<p>Drawing No: 47/M/1732/1</p>	