

DELEGATED ITEM

Proposal for the Introduction of Waiting Restrictions on Clive Road and Paddock Lane to deter On-street Parking at Bus Stops

Report to Executive Director, Commercial Services

Portfolio Holder : Councillor D Hibbert - Housing, Transport and Planning

Officer Contact : Paul Bruffell
Ext. 4360

Purpose of Report

The purpose of this report is to consider a proposal for the introduction of waiting restrictions on Clive Road and Paddock Lane to deter on-street parking at bus stops, improve accessibility for buses and protect pedestrian crossing points.

Executive Summary

A School Safety Zone was introduced at St Mary's RC Primary School and Propps Hall County Primary School in Autumn 2012. As part of a wider review of parking around the site following the completion of the School Safety Zone, additional waiting restrictions are considered necessary to address parent parking.

The review has involved consultation with local residents and Ward Councillors.

Two areas are being considered for the introduction of waiting restrictions to address parking concerns. These are Clive Road and Paddock Lane/Somerset Road/Prospect Drive.

Recommendation

It is recommended that waiting restrictions and a bus stop clearway be introduced on Clive Road and Paddock Lane/Somerset Road/Prospect Drive, for implementation as shown on Drawing No 1046565/100/A4/401 and 1033881/A1/100/250.

Proposal for the Introduction of Waiting Restrictions on Clive Road and Paddock Lane to deter On-street Parking at Bus Stops

1 Background

- 1.1 A School Safety Zone was introduced at St Mary's RC Primary School and Propps Hall County Primary School in Autumn 2012. As part of a wider review of parking around the site following the completion of the School Safety Zone, additional waiting restrictions are considered necessary to address parent parking.
- 1.2 The review has involved consultation with local residents and Ward Councillors.
- 1.3 There is a need to protect bus stops on Clive Road.
- 1.4 Parking is occurring on Paddock Lane/Somerset Road/Prospect Drive creating congestion and road safety concerns. Parking is also blocking pedestrian crossing points.

2 Current Position

- 2.1 The existing bus stops on Clive Road do not have any waiting restrictions to protect them from on-street parking.
- 2.2 Buses are experiencing difficulties in negotiating Paddock Lane/Somerset Road due to on-street parking. Pedestrian crossing points are also being obstructed on Paddock Lane/Somerset Road/Prospect Drive by on-street parking.

3 Options/Alternatives

- 3.1 Waiting restrictions are the only option considered.

4 Preferred Option

- 4.1 Waiting restrictions covering school times would address the road safety and congestion issues.

5 Consultation

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comments on this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no comments on this proposal.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comments on this proposal.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comments on this proposal.

5.5 The public consultation indicated support for the proposals.

6 Comments of Failsworth West Ward Councillors

6.1 The Ward Councillors have been consulted and support the proposals.

7 Financial Implications

7.1 Summary Implications

	Budget £'s	Report Implications £'s	Diff £'s
Capital	750	750	-
Financed by:			
LTP	(750)	(750)	-
Revenue	-	-	-

7.2 Capital Implications

The scheme is included in the Transport capital programme 2012/13 (T00014) with a £49,500 budget of which £38,400 has been spent on various School Safety Zones. This leaves a budget of £11,100 to utilise on this and other safety schemes.

The scheme estimate is as follows:

	£
Construction Works	500.00
Advertising	250.00
TOTAL	<u>750.00</u>

The scheme is financed by LTP.

Cost estimate prepared by Unity Partnership in January 2013 and includes a 10% contingency. (Justine Cunniffe/Jenny Large)

7.3 Revenue Implications

The additional annual revenue implications are minimal.
(Justine Cunniffe/Jenny Large)

8 Legal Services' Comments

- 8.1 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 facilitating the passage on the road or any other road of any class of traffic, including pedestrians. The Council must also have regard to the need 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.
- 8.2 In addition to the above, under Section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the local authority 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 local authority to be relevant.
- 8.3 Since 2002 it has been possible to introduce a bus stop clearway without the need for a Traffic Regulation Order. The Council has introduced 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 in respect of the bus stop clearway proposals. (A Evans)

9 Cooperative Agenda

- 9.1 In respect of the waiting restrictions there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

- 10.1 None.

11 Risk Assessments

- 11.1 None.

12 IT Implications

- 12.1 None.

13 Property Implications

13.1 None.

14 Procurement Implications

14.1 None.

15 Environmental And Health & Safety Implications

15.1 Energy - Energy – Nil.

15.2 Transport – The proposals will help to improve road safety and congestion.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety Implications – There will be road safety benefits in introducing the waiting restrictions.

16 Equality, Community Cohesion and Crime Implications

16.1 The scheme will improve traffic movements, address residents concerns and improve road safety.

17 Equality Impact Assessment Completed?

17.1 No.

18 Key Decision

18.1 No.

19 Forward Plan Reference

19.1 Not applicable.

20 Background Papers

- 20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

File Ref : 1040914

Name of File : School Safety Zone Failsworth

Records held in Unity Partnership, Henshaw House, Cheapside, Oldham

Officer Name : Paul Bruffell

Contact No : 0161 770 4360

Insert In



Part I Schedule 2 Prohibition of Waiting

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Paddock Lane</u> (North side) From its junction with Somerset Road for a distance of 32 metres in a north easterly direction	Mon – Fri 8am – 5pm	B1, B3, B4, C, E, J	
	<u>Paddock Lane</u> (South and East side) From its junction with Prospect Drive for a distance of 70 metres in a south westerly and then southerly direction	Mon – Fri 8am – 5pm	B1, B3, B4, C, E, J	

<u>Prospect Drive</u> (West side)	From its junction with Paddock Lane for a distance of 25 metres in a southerly direction.	Mon – Fri 8am – 5pm	B1, B3, B4, C, E, J	
<u>Prospect Drive</u> (East side)	From its junction with Paddock Lane for a distance of 22 metres in a southerly direction.	Mon – Fri 8am – 5pm	B1, B3, B4, C, E, J	
<u>Somerset Road</u> (West side)	From its junction with Paddock Lane for a distance of 25 metres in a north westerly direction.	Mon – Fri 8am – 5pm	B1, B3, B4, C, E, J	
<u>Somerset Road</u> (East side)	From its junction with Paddock Lane for a distance of 20 metres in a north westerly direction.	Mon – Fri 8am – 5pm	B1, B3, B4, C, E, J	

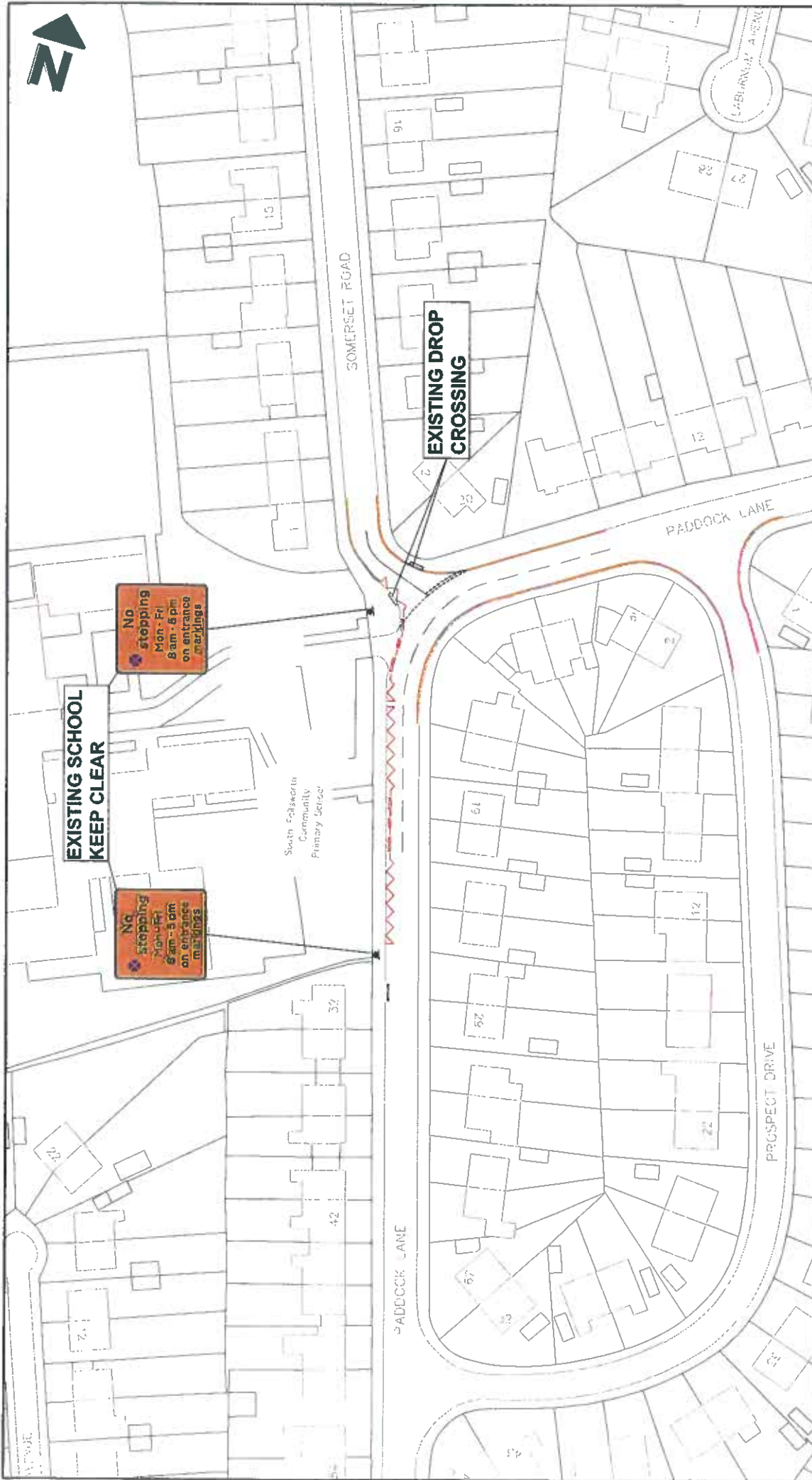
Bus Stop Clearway

Location	Description	Hours of Operation
<u>Clive Road</u> (South side)	From a point 10 metres north west of its junction with Ogden Road for a distance of 23 metres in a north westerly direction.	24 hours
<u>Clive Road</u> (North side)	From a point 10 metres north west of its junction with Ogden Road for a distance of 23 metres in a north westerly direction.	24 hours

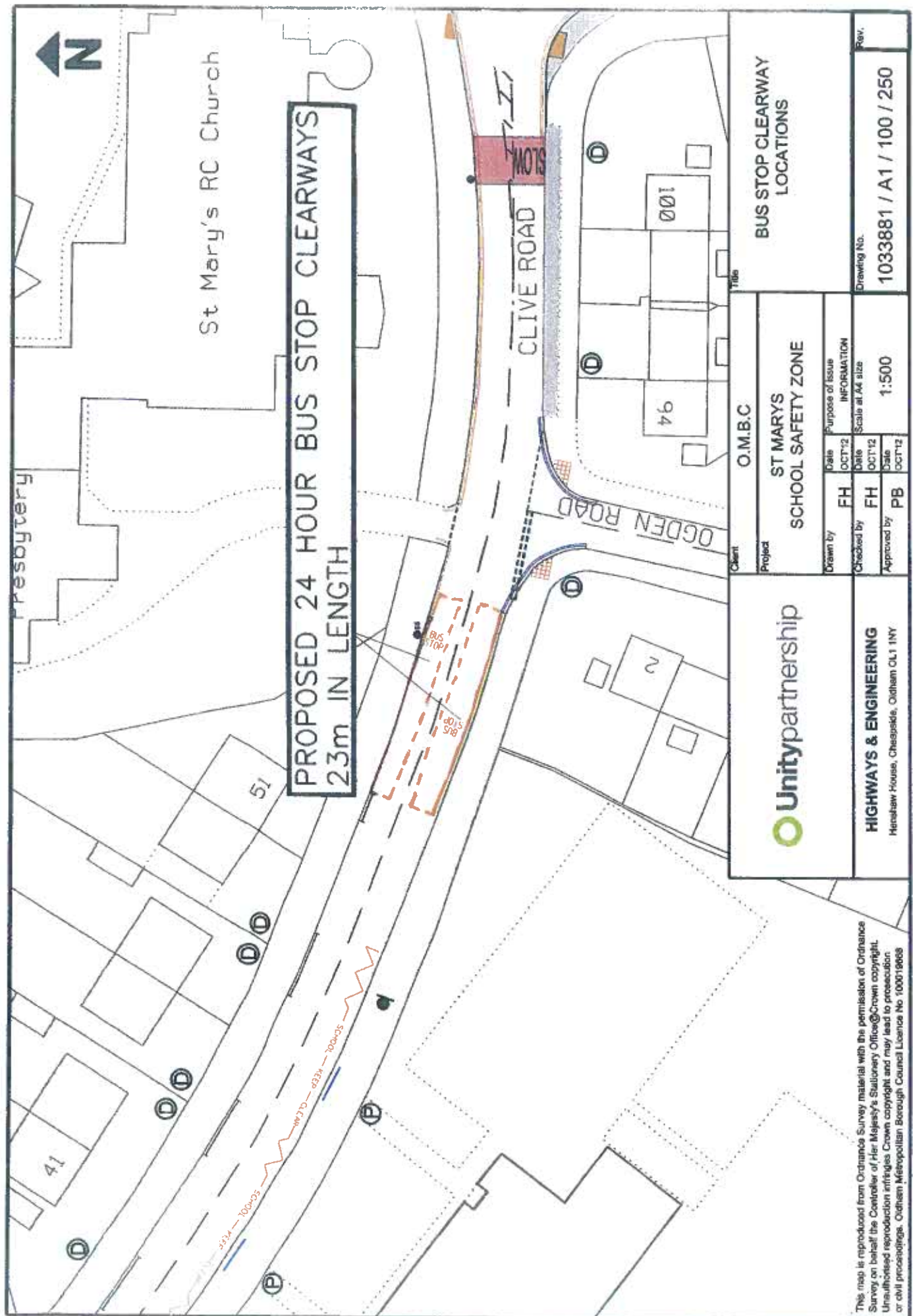
DELETE IF CABINET DECISION	
Signed <u></u> Assistant Executive Director Corporate Property	Dated <u>27/3/13</u>
Signed <u></u> Cabinet Member, Housing, Transport and Planning	Dated <u>27/3/2013</u>

<to delete the box below when it goes to Cabinet>

Report Tracking	
Where	When
EMT	
Leadership	
Joint Leadership	
Overview & Scrutiny	



Client		OMBC		Title	
Project		Paddock Lane Failsworth		PROPOSED WAITING RESTRICTIONS	
Drawn by	DC	Date	07/12	Purpose of Issue	DESIGN
Checked by	PB	Date	07/12	Scale at A4 size	1:1000
Approved by	PB	Date	07/12		
Client		HIGHWAYS & ENGINEERING		Drawing No.	
Henshaw House, Cheapside, Oldham OL1 1NY		1046565/100/A4/401		Rev.	
				C	



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Odham Metropolitan Borough Council Licence No 100019668