



Oldham
Council

Delegated Decision

Proposed School Safety Zone – Greenfield Primary School, Greenfield, Oldham

Report of: Deputy Chief Executive – People and Place

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Purpose of Report

The purpose of this report is to consider the introduction of Road Safety Measures in the form of providing a School Safety Zone in Oldham (Saddleworth South Ward).

Recommendation

It is recommended that a School Safety Zone is introduced along Chew Valley Road and in the immediate vicinity of Greenfield Primary School comprising of a formalised crossing point, conspicuous School Safety Zone signing and “SLOW” road markings. The following proposals have been identified to satisfy planning conditions associated with the demolition of the existing school and construction of the new school.

Delegated Decision

Proposed School Safety Zone – Greenfield Primary School, Greenfield, Oldham

1 Background

General Conditions

- 1.1 Chew Valley Road is a single carriageway, all-purpose, adopted urban highway serving as a distributor route for the local community. A General Location plan is attached below.
- 1.2 For its most part, Chew Valley Road runs in a northwest to southeast direction, is residential on both sides, serves a local community with a large supermarket located at the north-western end and a mix of local independent shops and a number of light industrial units leading off Chew Valley Road. The new build Greenfield Primary School is currently being constructed at the eastern end of Shaw Street, this will replace the existing school located on the south east side of Shaw Street.
- 1.3 Chew Valley Road varies in width between 7 and 8 metres and footways between 1.4 and 2.5 metres wide. There is a short length on the northwest side (north of Shaw Street) where the footway runs out completely. A 30mph Speed Limit is enforced by a system of street lighting.
- 1.4 In recent years there has been a small amount of housing regeneration located off Chew Valley Road. Towards the southern end of the proposed School Safety Zone (SSZ), the Pennine Bridleway crosses Chew Valley Road, this links Greenbridge Lane to the west and South Avenue to the east.
- 1.5 Several bus routes pass through the area utilising Chew Valley Road including the 180, 350, 352, 354, 828 and X50 services.

2 Traffic Surveys

- 2.1 Traffic Speed and Volume Data was collected in January 2019 on Chew Valley Road. This information is summarised below.
- 2.2 Traffic Speed and Volume Data

24hr Average Workday Flow	24hr Mean Speed	24hr 85 th ile Speed	Maximum weekend speed
7720	25.7mph	28.1mph	33mph

- 2.3 The survey was carried out between Shaw Street and Wilson Street.
- 2.4 During workdays, traffic flows are fairly steady throughout the day, however, the AM peaks between 0700 - 0800, the PM peak between 1600 - 1700 hours.

3 Road Safety

- 3.1 The Road Traffic Injury Collisions Database has been reviewed in the Chew Valley Road / Shaw Street and Greenbridge Lane areas.
- 3.2 During the most recent three year period there have been no injury collisions recorded by the Police in the vicinity of the SSZ. The proposals do, however, aim to mitigate against the increase in pupil numbers attending the new School and will help promote a safer environment for school children, parents and guardians etc and an element of the proposals will provide a permanent, formal Zebra crossing facility which will have the added benefit of serving the local community.

4 Options/Alternatives

- 4.1 Prior to the introduction of School Safety Zones, each potential site is considered on merit such that the most appropriate series of measures is introduced.
- 4.2 Additional signage and road markings were identified as an integral part of the SSZ, the option of a School Crossing Patrol (SCP) had been identified, however, the logistics are problematical – the School previously employed an SCP but this terminated approximately 6 years ago and the post remains vacant.
- 4.3 As the current situation dictates that Schools are required to fund an SCP, this option is not viable as it requires initial and permanent funding on an annual basis to provide a continuation of a crossing facility; this cannot be guaranteed. It must be noted that funding for an SCP cannot be transferred / allocated from the capital budget identified (which will fund the SSZ). Historically, the recruitment and retention of SCP's has been identified as a problematical issue, this continues to be the case.
- 4.4 Various types of pedestrian crossing along Chew Valley Road have been considered as part of the investigation – including pedestrian refuges, traffic signalised facilities and Zebra Crossings. The viability and merit of each is summarised below –
- (i) Pedestrian Refuge – there is insufficient road width to be considered
 - (ii) Signalised facility (Puffin Crossing) – this does not meet the qualification criteria due to low pedestrian volumes at off peak times
 - (iii) Zebra Crossing – considered to be the most viable solution

Three potential locations for a Zebra Crossing were identified on Chew Valley Road –

1. Approximately 10 metres north west of Shaw Street
2. Between Shaw Street and Greenbridge Lane
3. Approximately 10 metres south east of Greenbridge Lane

5 Preferred Option

- 5.1 On balance, taking into account the forward visibility, proximity to junctions and pedestrian desire lines, the preferred option is to approve the introduction of a Zebra Crossing on Chew Valley Road approximately 10 metres south east of Greenbridge Lane. In addition, School Safety Zone signing and associated "SLOW" road marking measures are also proposed - as shown on the attached drawing.

6 Justification

- 6.1 Notwithstanding the fact that the majority of motorists are travelling within the speed limit, the proposals will promote a "Safety Zone" in an area where pedestrian numbers are anticipated to increase substantially at School arrival and departure times.

- 6.2 The introduction of the above measures will:

- (i) Highlight the presence of the enlarged new School and reduce traffic speeds in the vicinity of the School Safety Zone.
- (ii) Help maintain adequate levels of road safety for all road users

7 Consultations

- 7.1 G.M.P. View - The Chief Constable has been consulted and during a recent site visit, GMP explained to all stakeholders that it would support the introduction of the zebra crossing along Chew Valley in between the junctions of Arthurs Lane and Shaw Street. Other locations were considered, but these were deemed unsuitable due to concerns of pedestrian conspicuity, off axis desire lines leading to inappropriate crossing points, narrow footway widths and the loss of public transport provisions along this section of carriageway.

The primary reason for approval was due to the enhanced inter visibility between pedestrian and motorists along this open aspect of carriageway afforded by the topography and the current parking restrictions in place. In addition other considerations were;

- Pedestrian desire lines from all local routes
- The presence of localised carriageway illumination at the crossing point
- Suitable footway widths to accommodate pedestrian dwell areas
- Positive impact an engineered crossing facility in close proximity to a primary school would have to adjust driver behaviour along the route
- Permanent feature with no human intervention to achieve a defined crossing point that children and parents will understand to use
- Serves the wider community for 'out of school hours' to access the local amenities and shopping facilities from both sides of a busy commuter Chew Valley Road

Ultimately these measures enhance the inter visibility between users of the proposed crossing and motorists travelling along Chew Valley Road which encourages a safer environment for all concerned.

Road safety for all users of the highway is GMP's ultimate aim for this location. With a few amendments to the current configuration it believes that this would be the safest location for the crossing placement compared to an ad hoc crossing service with no guarantee of being maintained on a full time basis.

- 7.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 7.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 7.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.
- 7.5 The Headmaster of Greenfield Primary School has been consulted and supports the School Safety Zone and the implementation of a Zebra Crossing.

8 Comments of Saddleworth South Ward Councillors

- 8.1 The Ward Councillors have been consulted and Councillor G Sheldon has commented as below:

I do not support this proposal and would suggest a rethink on this school safety zone.

Several points in the report are assumptions and not factual.

To date there are applications for less than half the estimated intake of children, if this is the case by September there will be little change to the traffic and pedestrian movement.

In any event we do need to address the crossing facility for the school children their families, and I would add Greenfield residents at the same time.

For the school I would like to see the council fund a crossing patrol person for at least two years.

This will provide safe crossing of Chew Valley Road and give us all time to assess pedestrian trends

The proposed Zebra has several negative flaws.

1. Pedestrians will not use it as their preferred (quickest) way to cross the road and will continue to cross at the end of Shaw street.
2. The proposed zebra will lead pedestrians onto Greenbridge Lane where they will have to cross the lane towards the fruit shop, this is a blind corner and a most dangerous situation we will be expecting people to use.
3. Councillor Curley did suggest a crossing point on Chew Valley Road at the bridleway. This was dismissed by the fact there is a bus stop close by. I would continue to support this crossing point with the following comments;

4. A crossing at the bridleway would be used by more people at this point on Chew Valley Road. It would also provide safe passage onto Greenbridge Lane. It is an unbuilt part of this road and has far greater visibility in both directions.
5. The crossing point here is at a point where the footpaths either side of the road are wider than other parts (including the footpath outside the old Conservative Club). A much safer part of Chew Valley Road.
6. The bus stops could be incorporated into the scheme by moving them several metres, this in turn would give safe crossing for passengers before and after their journey.

I hope these points will be considered and the process revisited.

8.2 Highways Officers comments in response to Saddleworth Ward Councillors Consultation

- 1) "The Council to fund a Crossing Patrol for at least 2 years"
This has been referred to in para 4.3 – a Crossing Patrol cannot be provided from a Capital fund, the School has to provide the budget for this.
- 2) "The proposed Zebra location will not be used"
Assessments have been made in terms of pedestrian desire lines and safely locating a facility – the proposed location has been chosen in consultation between Oldham Council highway engineers and the Greater Manchester Police Traffic Management Officer.
- 3) "Proposed Zebra will lead pedestrians onto Greenbridge Lane where they will have to cross the lane towards the fruit shop"
The current proposals include widening the narrow footpath on the opposite side to the fruit shop (around the radius) and providing a dropped kerb leading onto Greenbridge Lane - this will assist pedestrians crossing at the junction of Chew Valley Road.
- 4) "Proposed crossing point at the bridleway on Chew Valley Road, a bridleway crossing would be used by more people and has far greater visibility in both directions, has wider footpaths either side of the road and the bus stops could be incorporated into the scheme by moving them several metres"
This location had been assessed in consultation with the Greater Manchester Police Traffic Management Officer and a representative from TfGM – this location was ruled out on safety grounds due to lack of road space, a Zebra Crossing cannot be physically installed in-between the diagonally opposing bus stops and the stops cannot be relocated (even a small distance) to accommodate a crossing facility, due to lack of land availability to relocate bus infrastructure etc. The complete removal of the bus stops has been ruled out.

9 Financial Implications

Capital

9.1 The cost of introducing the road safety measures are detailed below to be funded from School Places- Greenfield Primary- temporary classroom & playing fields block allocation within the Capital Programme. The table below demonstrates the cost breakdown of fees and works totalling £50k.

	£'000
9.2 Highway Works	40
Design and Supervision Fees	4
Contingencies (10%)	4
Advertising and consultation	2
TOTAL	50

9.3 Funding has been made available through the Schools Capital Programme.

Revenue

9.4 The annual maintenance costs of £200 will be met from the highway's operations budget.

(John Edisbury/Sadrul Alam)

10 Legal Services Comments

10.1 Under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police, give public notice of the proposal and inform the Secretary of State in writing.

10.2 In addition to the above, under section 122 of the Act 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)

11 Co-operative Agenda

11.1 In respect of the proposed changes to Chew Valley Road and the surrounding area, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

12 Human Resources Comments

12.1 None.

13 Risk Assessments

13.1 None.

14 IT Implications

14.1 None.

15 Property Implications

15.1 None.

16 Procurement Implications

16.1 None.

17 Environmental and Health & Safety Implications

17.1 Energy – There will be a nominal amount to provide power to the proposed Zebra Crossing.

17.2 Transport – Will assist and improve the environment so as to encourage more sustainable modes of transport - walking and cycling.

17.3 Pollution – lower vehicle speeds will result in fewer emissions.

17.4 Consumption and Use of Resources – In accordance with current specifications.

17.5 Built Environment – Minor alteration to visual appearance of area.

17.6 Natural Environment – Nil.

17.7 Health and Safety – The proposed changes will greatly improve highway safety for both motorists and pedestrians.

18 Equality, community cohesion and crime implications

18.1 Will improve the environment so as to encourage more sustainable modes of transport, for example, walking and cycling.

19 **Equality Impact Assessment Completed?**

19.1 No.

20 **Key Decision**

20.1 No.

21 **Key Decision Reference**

21.1 Not applicable.

22 **Background Papers**



22.1 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:

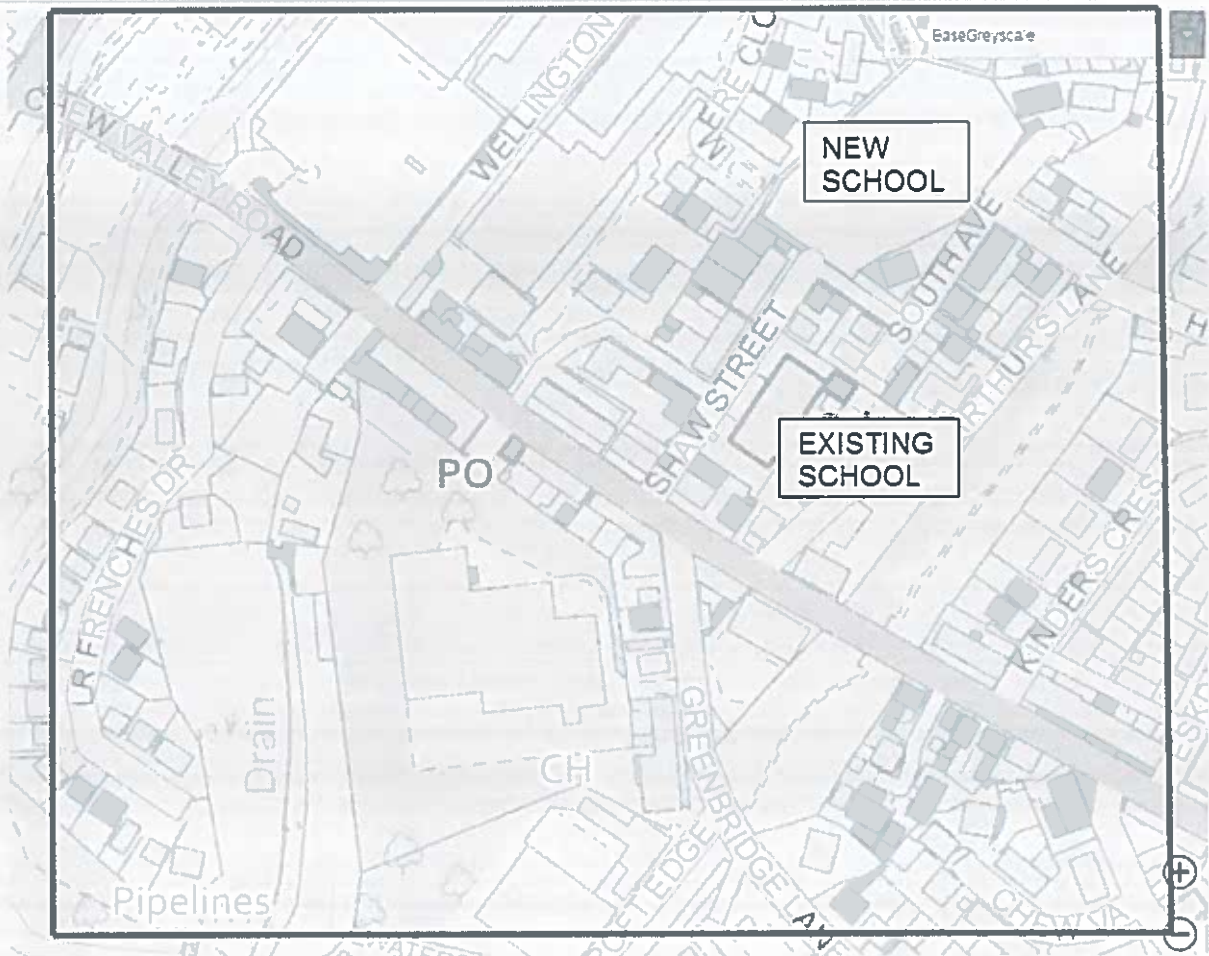
None.

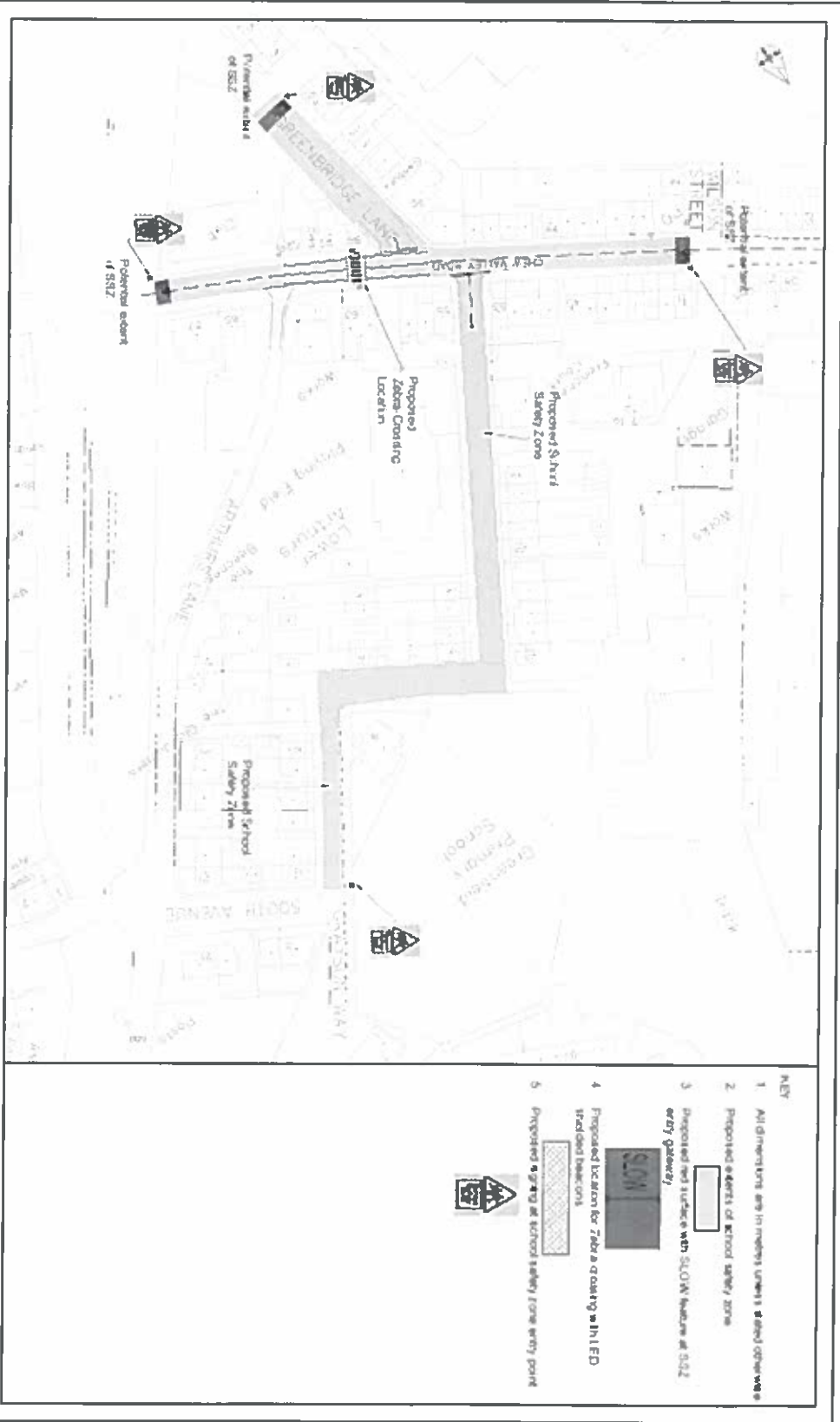
23 **Proposal**

23.1 It is proposed to introduce a School Safety Zone in the vicinity of Chew Valley Road to help improve and maintain Road Safety in the area in light of the new and larger Greenfield Primary School.

APPROVAL

Decision maker Signed  Cabinet Member, Neighbourhood Services	Dated <u>19/07/19</u>
In consultation with Signed  Director Of Environmental Services	Dated _____





GREENFIELD SCHOOL SAFETY ZONE

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