



Oldham
Council

Delegated Decision

Proposed Prohibition of Stopping Order – Cooper Street, Springhead, Oldham

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Darryll Elwood – Technical Assistant
Ext. 1946

27 November 2017

Reason for Decision

The purpose of this report is to consider the introduction of a mandatory No Stopping Order with regards to a 'School Keep Clear' marking on Cooper Street, Springhead.

Recommendation

It is recommended that a second 'School Keep Clear' marking be introduced on Cooper Street, opposite the existing marking as per the plan and schedule at the end of this report.

Proposed Prohibition of Stopping Order – Cooper Street, Springhead, Oldham

1 Background

- 1.1 A complaint has been received from Springhead Primary School concerning obstructive parking taking place opposite the existing school keep clear marking on Cooper Street at the start and finish of the school day. This problematic parking not only obstructs visibility but also prevents the safe passage of pedestrians from one side of the road to the other.
- 1.2 There are numerous initiatives to encourage the use of alternative modes of transport other than the car however, the car is still an attractive choice for some and indeed in some instances a necessary one where there are follow on journeys to make.
- 1.3 Unfortunately, it is the case that the demand for parking outside schools is an issue. Limited infrastructure and often parents wishing to park as close as possible to the school entrance means that pedestrians are being placed at risk when trying to cross the road between closely parked vehicles. These vehicles are also causing an obstruction to other motorists due to inconsiderate or double parking which stops the free flow of traffic outside schools at certain times of the day.
- 1.4 Of particular importance is preventing parking immediately outside the school entrance. To do this a Traffic Regulation Order (TRO) is required which restricts stopping in the area and allows parking enforcement to take place. Typically this TRO is a No Stopping Order which is presented on site in the form of yellow zig zags with the words "School Keep Clear".

2 Current Position

- 2.1 Springhead Primary School is one of the larger schools in the Borough and whilst the school only caters for Infant and Nursery age children (age 3 to 7) it does have a three class intake each year. The school is also within close proximity to Knowsley Primary School which caters for Junior school aged children (age 7 to 11) and also had a three class intake every year, ultimately, due to the number of children driven to school by car; parking can be at a premium at the start and finish of the school day.
- 2.2 Currently there is a School Keep Clear marking located adjacent the entrance to Springhead Primary School, however, parents are currently parking within close proximity to each other on the opposite side of the carriageway. Therefore, whilst pedestrians can safely cross from the school side, they are then met with parked vehicles on the opposite side of the road and ultimately can find themselves stranded in the carriageway. Alternatively pedestrians are unable to find an unobstructed area opposite the school to cross to safely access the school entrance.

2.3 The school has employed the services of a School Crossing Patrol who temporarily position traffic cones on the opposite side of the carriageway adjacent the current School Keep Clear marking to remove this problematic parking at the start and finish of the school day. However, this is not considered a satisfactory solution to the problem and a more permanent resolution needs to be sought.

2.4 In light of the above information it is propose to introduce a second School Keep Clear marking opposite the existing marking to ensure pedestrians safe unobstructed passage from one side of carriageway to the other.

3 Options/Alternatives

3.1 Option 1: To approve the recommendation.

3.2 Option 2: Not to approve the recommendation.

4 Preferred Option

4.1 The preferred option to approve is Option 1.

5 Justification

5.1 The introduction of a Traffic Regulation Order in the form of a 'No Stopping Order' is necessary to ensure a safer environment for pedestrians outside Springhead Primary School at the start and finish of the school day.

6 Consultations

6.1 G.M.P. View - The Chief Constable has been consulted and do not oppose the introduction of waiting restrictions but would question the use of additional school keep clear markings instead of the traditional single yellow with a timing plate. My understanding is that both types of markings are enforceable by local civil enforcement officers? So it is unclear what benefit the additional school keep clear would bring other than a more visual deterrent which is not routinely used.

6.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

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

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

7 Response to GMP View

- 7.1 In answer to GMP's comments relating to the proposal to introduce a No Stopping Order in the form of a School Keep Clear marking on Cooper Street. Investigations have revealed the introduction of a secondary School Keep Clear marking is permissible in The Traffic Signs Regulations and General Directions 2016 and advise in the Traffic Signs Manual, paragraph 22.23 states "The markings should not normally be placed on both sides of the road, but only on the side which the entrance is situated. However, conditions may sometimes require otherwise, e.g. where there are school entrances on both sides of the road, or the road is so narrow that not to prevent parking on the opposite side to the school entrance is considered hazardous, or a patrol operates at that point". In this instance the school employ the services of a School Crossing Patrol Officer who is finding it extremely difficult to cross pedestrians safely across the carriageway due to vehicles parking opposite the existing School Keep Clear Marking.
- 7.2 Experience has shown that whilst parents are willing to take a chance parking on waiting restrictions due to the short length of time they stay, they do tend to adhere to the School Keep Clear marking restriction.
- 7.3 With regards to school time parking the Council's camera car is used to enforce School Keep Clear markings. However, current legislation prevents the use of the camera car when enforcing waiting restrictions, therefore, it would be extremely difficult to enforce a single yellow line and time plate. In light of the above information the best option available at this location is a secondary School Keep Clear marking.

8 Comments Of Saddleworth West and Lees Ward Councillors

- 8.1 The Ward Councillors have been consulted and Councillor Alexander supports the proposal.

9 Financial Implications

Capital

- 9.1 The initial cost of this proposal and the annual maintenance costs thereafter are as follows:

	£
Advertisement of Order	1,200
Lining Costs	700
signage	600
TOTAL	2,500
Annual Maintenance Costs (estimates calculated July 2017)	100

- 9.2 The advertising, Lining/Signage costs of £2,500 will be funded from capital resources available within the Transport Capital Programme 2017/18.

Revenue

- 9.3 The annual maintenance costs estimated at £100 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Sadrul Alam/Nigel Howard x3250)

10 **Legal Services Comments**

- 10.1 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 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.

- 10.2 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)

11 **Co-operative Agenda**

- 11.1 In respect of this proposal 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 – Nil.

17.2 Transport – Nil.

17.3 Pollution – Nil.

17.4 Consumption and Use of Resources – Nil.

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

17.6 Natural Environment – Nil.

17.7 Health and Safety – The removal of obstructive parking will create a safer environment for highway users.

18 Equality, community cohesion and crime implications

18.1 By removing obstructive parking the proposal will meet the aspirations of the complainants.

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.

Schedule
Drawing Number 47/A4/1479/1

Oldham Borough Council (Saddleworth Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Insert in Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Cooper Street</u> (East Side) Extending from a point 44.3 metres north of its junction with Old Croft for a distance of 31.56 metres in a northerly direction	Mon – Fri 8am – 5pm	B1, B3, B4, C, E,	

APPROVAL

Decision maker

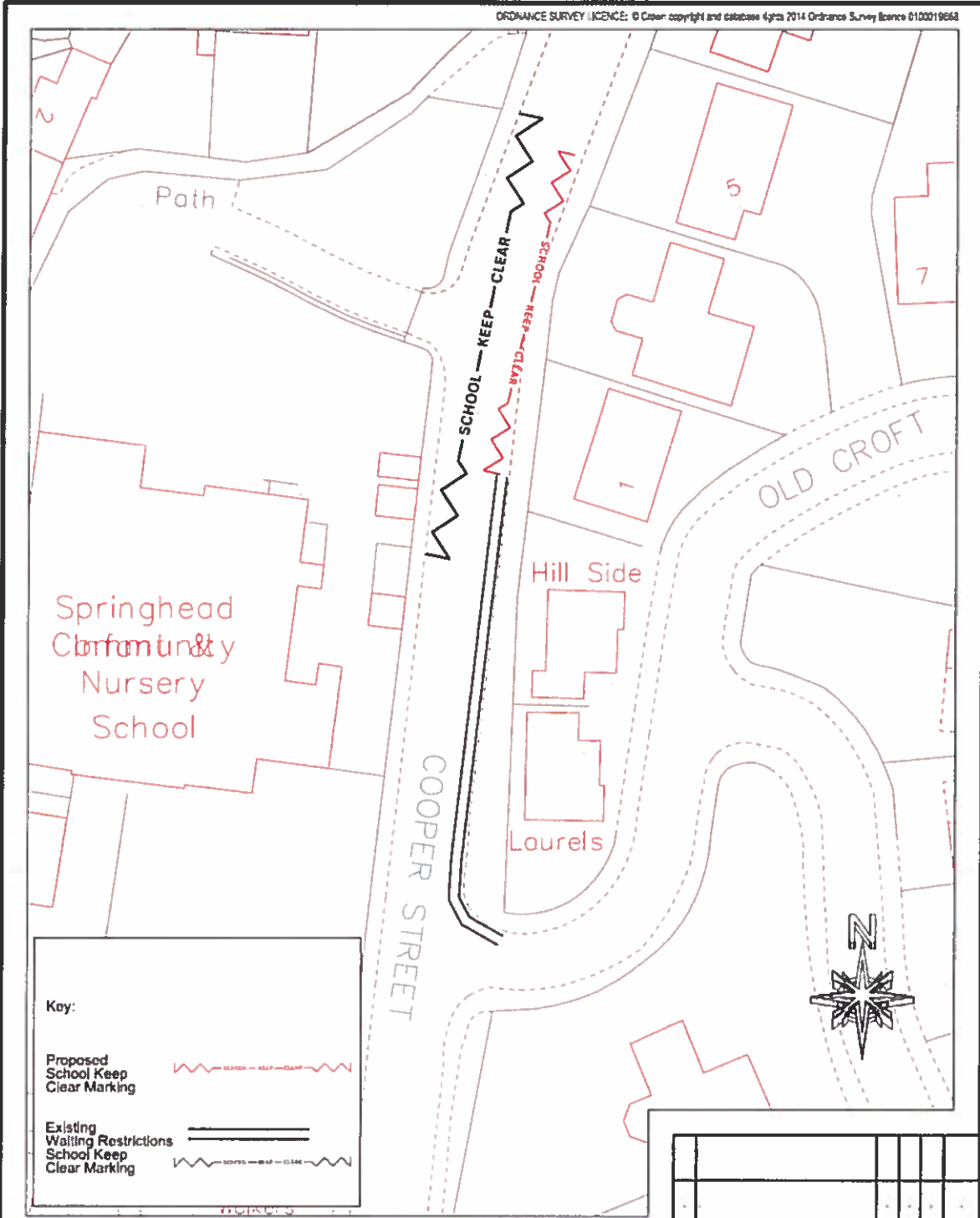
Signed: 
Cabinet Member,
Environmental Services

Dated: 11/12/2017


In consultation with


Signed: 
Director Of Environmental
Services

Dated: 08/12/17




Key:

Proposed School Keep Clear Marking 

Existing Waiting Restrictions School Keep Clear Marking 

Rev	Revision details	By	Chk	App	Date

 <p>HIGHWAYS & ENGINEERING Henshaw House, Chespside, Oldham OL1 1NY</p>	Client	Title		
	Project	Proposed Prohibition of Stopping - School Keep Clear Marking, Cooper Street, Springhead, Oldham		
	Drawn by: JW Date: 7/17 Purpose of Issue Checked by: DE Date: 7/17 Scale at A4 size Approved by: GDS Date: 7/17 1:500	Drawing No.	47/A4/1479/1	

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