

Actions from Council 15th July 2020

ACTION	ISSUE/RESPONSE	WHO RESPONSIBLE	DATE COMPLETED
Youth Council Motion	Quality job opportunities and apprenticeships for young people	Overview and Scrutiny Board	In progress.
Leader and Cabinet Member Question from Councillor Byrne	Saddleworth School Catering Funding	Councillor Fielding	Response sent 24 August 2020
Cabinet Minute Question from Councillor Sheldon	Proposed Purchase of Former WH Shaw Pallet Works, Huddersfield Road, Diggle	Councillor Fielding	Response sent 31 July 2020
Administration Motion 1: Funding Recovery, Jobs and Services	Letter to be sent to Secretary of State for Communities and Local Government	Chief Executive	27 July 2020
	Letter to be sent to the LGA	Chief Executive	27 July 2020
	Letter to be send to key partner organisations	Chief Executive	27 July 2020
Administration Motion 2: Care Workers vs. COVID-19 Motion	Endorsed the principles of UNISON's campaign	Council	Council endorsed 15 July 2020
	Communicate to providers the Council's view	Managing Director Health and Adult Social Care	16 July 2020
	Review procurement and commissioning policies	Procurement	The Council has signed up to the Social Value Portal which enables us to steer bidders at looking at our specific aims and measures. A briefing was planned with the Leader and

			Deputy Leaders. There were not currently any measures for occupational sick pa but these could be built in specifically for Health and Social Tenders.
Opposition Motion 1: Preventing Modern Slums in Oldham Borough	Letter to be sent to the Secretary of State	Chief Executive	27 July 2020
	Letter to be sent to the GM Mayor	Chief Executive	27 July 2020
	Response from GM Mayor dated and received 29 July 2020		
Opposition Motion 3: The Local Electricity Bill	Write to the relevant Government Minister	Chief Executive	27 July 2020
	Response received from BIES dated 21 August 2020 received 25 August 2020		
	Write to Local Members of Parliament	Chief Executive	27 July 2020
	Response dated 28 July 2020 received from D. Abrahams MP 28 July 2020	Chief Executive	
	Response dated 27 July 2020 received from J. McMahon MP 31 July 2020		
Write to the Campaign promoting the Bill 'Power for People'	Chief Executive	27 July 2020	

Oldham's Covid-19 Response	<p>RESOLVED that:</p> <ol style="list-style-type: none"> 1. Oldham's Partnership Response to the COVID-19 pandemic be noted. 2. The questions and responses provided be noted. 	Council	Council noted the report on 15 th July 2020
Update on the Actions from Council	<p>RESOLVED that the actions taken regarding motions and actions from previous Council meetings be agreed and correspondence and updates received be noted.</p>	Council	Council approved the report on 15 th July 2020.
Members Allowances – Transport	<p>RESOLVED that the Special Responsibility Allowance (SRA) payment for members undertaking duties on the Greater Manchester Transport Committee be continued.</p>	Council	Council approved the report on 15 th July 2020.
Annual Reports – 2019/20	<p>RESOLVED that the annual reports be noted.</p>	Council	Council noted the report on 15 th July 2020
Review of Whistleblowing Policy	<p>RESOLVED that the Whistleblowing Policy be approved and adopted.</p>	Council	Council approved the report on 15 th July 2020.

Previous to 17 Jun 2020 Council:			
ACTION	RESPONSE	WHO RESPONSIBLE	DATE COMPLETED
Opposition Business 1: Keeping Our Villages and Rural Areas HGV Free (12 Sept 2018)	Overview and Scrutiny to examine the merits of establishing a lorry watch scheme	O&S Board	Traffic Engineers have not been able to make as much detailed progress as anticipated on this matter this has been partly due to the recent Covid-19 epidemic that has put greater pressure on our Traffic Management resources. Highways have been able to put together an outline budget cost for the work required to bring the current road traffic signs up to a standard such that Police enforcement could take place. The costs reflect the requirement of the Department for Transport's Traffic Signs Regulations and General Directions whereby the signs have to be illuminated to allow enforcement.
Opposition Motion 1: Tackling Dog Fouling and Nuisance (20 March 2019)	Consultation be undertaken on application of maximum on the spot penalty and O&S Board asked to examine current examples of best practice and confer with the Dog Trust	People & Place / O&S Board	The motion was taken to the O&S Board at the meeting held on 18 June 2019. It was reported to Council on 17 July 2020 that work on progressing the motion via the Overview and Scrutiny Board had been delayed. A councillor had been nominated from the Board to work with officers to progress the points raised and this work would now be prioritised.

Opposition Motion 2: Tackling Speeding (20 March 2019)	O&S Board asked to identify locations, explore availability of funding, investigate how to work with residents' groups and explore establishing 'bus gates'	O&S Board	See Note 1 below.
Opposition Motion 1: Making a Commitment to the UN Sustainable Development Goals (10 July 2019)	Replicate as far as possible to identify work being done and what more can be done by the Council and its partners.	O&S Board and Health Scrutiny	Report was submitted to O&S Board on 3 March 2020 and to Health Scrutiny on 7 July 2020. See the report at Item 13 on the Council agenda.
Councillor Sykes Question 2: GMSF – Arrangement for Extraordinary Council Meeting (11 Sep 2019)	Arrange meeting to discuss GMSF to discuss proposals	Constitutional Services	A meeting has been arranged for 28 October 2020 at 6.00 p.m.
Opposition Motion 3: Ban on Fast Food and Energy Drinks Advertising (11 Sep 2019)	Referred to O&S Board	O&S Board	The motion has been referred to Health Scrutiny. This will be discussed at the meeting to be held on 7 January 2020. A further report was submitted to Health Scrutiny on 7 July 2020. The motion is to be considered at the meeting on 1 September 2020 and the Director of Public Health be asked to consider submission of the proposed Healthy Weight and Physical Activity Strategy for consideration alongside the motion.
Youth Council Motion: Make Your Mark (8 Jan 2020)	Task and Finish Group with Relevant Cabinet Members	Cabinet Members / Youth Council	In progress.

<p>Opposition Motion 3: A Sensible Approach to Firework Displays (8 Jan 2020)</p>	<p>Motion referred to O&S Board under Council Procedure Rule 8.4(d)</p>	<p>O&S Board</p>	<p>O&S received a report at its meeting on 3 March 2020. It was recommended and agreed that officers from Public Protection would work in partnership with Greater Manchester Fire and Rescue Service and the Council's Community Safety Team to develop an action plan that could be reported back to the Board for further recommendations.</p>
<p>Opposition Motion 1: Tax Relief for Public Transport (17 Jun 2020)</p>	<p>Motion referred to the Overview and Scrutiny Board</p>	<p>Overview and Scrutiny Board</p>	<p>In progress. Report being prepared for O&S Board in September.</p>
<p>Opposition Motion 2: Accessible Shopping Districts (17 Jun 2020)</p>	<p>Ensure investment took account of good practice in improving access; members be encouraged to consider bids to the Local Improvement Fund and continue to promote and support the work of the Oldham Dementia Partnership, Oldham Dementia Alliance and Oldham Dementia Friends Network</p>	<p>People and Place</p>	<p>In progress – information sent to relevant officers</p>
<p>Opposition Motion 3: Chatty Checkouts and Cafés (17 Jun 2020)</p>	<p>Ask the Health Scrutiny Board to examine issue</p>	<p>Health Scrutiny</p>	<p>In progress.</p>

Note 1: Tackling Speeding

The following information is provided in response to the motion from Overview and Scrutiny:

1. *Identify, with the assistance of Districts, local Police and the Council's highway officers, locations not currently equipped with a speed camera which might benefit from one for consideration by the Drivesafe GM Casualty Reduction Partnership.*
In response members were informed that the introduction of any new safety camera was controlled by Drivesafe who must apply a stringent set of criteria based upon guidance issued by the Department for Transport before any new installation can be considered. It was understood that for a successful application to be made the number and severity of road traffic injury collisions, along with the degree, nature and extent of speeding must be of a particular magnitude. The criteria was laid out in the 'Safety Camera Handbook' compiled by Transport for Greater Manchester Safer Roads Partnership.
2. *Explore the viability of funding to purchase and deploy mobile speed cameras to catch offenders, change driver behaviour and improve road safety.*

Owing to the strict Governance in place that controlled the deployment of fixed and mobile Safety Cameras and the associated issuing of Penalty Charge Notices or Summonses to errant drivers. there were currently no means available to Oldham or any other District within Greater Manchester to consider this option.

However, if a particular site, suggested by a GM District, for example Oldham, met the criteria laid down in the 'Safety Camera Handbook' then Drivesafe could consider its introduction as part of a future year's programme. Following a successful application, any costs associated with the purchasing or installation of a camera would fall to Oldham. The costs could be in the region of £35,000 to £40,000 and Oldham would not directly receive any income generated by the camera. In Oldham, as in the rest of the Greater Manchester, fines generated by the various Speed and Red Light cameras go directly to the Government's Treasury Department. However, when drivers were offered a Speed Awareness as part of the National Drivers Intervention Scheme (NDIS), the monies that are collected are used to support the actual driver improvement courses themselves. In the event of a surplus, the Joint Road Safety Group allocated funding to data-led, evidenced Road Safety Intervention across Greater Manchester. In recent years, Oldham had successfully bid for this funding stream and had introduced a number of Casualty Reduction Schemes that had resulted in reducing the number of injury collisions at sites across the Borough.

3. *Investigate how the Council and Police can work with community and residents groups to establish Community Speed Watch schemes and Community Concern speed enforcement sites in the Borough.*

Currently, the Traffic Management Team at Unity receive speed related correspondence from elected members, businesses, local communities and the general public on a regular basis. Each query is considered on merit by experienced Traffic and Road Safety specialists. Any subsequent investigations will take into account the injury accident record, the availability of speed survey data and the

highway conditions on site. In the event of obsolete or absent data, additional surveys are often carried out. If the speeding issue corresponds to the location of an injury collision problem, the matter is given a greater priority often resulting in a bid to the Council's Highways Capital Programme for funding of some form of intervention measures. Most of the complaints that we receive about speeding do not have a road traffic injury problem associated with them. In these instances, the results of the speed surveys are forwarded to the Police for them to consider action. This could result in increased enforcement activity and/or consideration by them as a Community Speed Watch scheme or Community Concern Site.

4. *Explore the merits of establishing 'bus gates' at sites outside schools and look at establishing a pilot project. (Bus gates limit vehicular traffic outside schools to cycles and local buses at the start and end of the school day, with a fixed penalty for transgressors).*

Bus gates have been used across the country, primarily in town and city centres at the start of a bus only route, segregated bus lanes or guided bus routes. These facilities rely upon significant highway engineered interventions coupled with a robust system of back office enforcement that usually employed CCTV control, Automatic Number Plate Recognition (ANPR) and/or the use of rising hydraulic bollards to ensure compliance.

Consequently, the financial implications for the introduction of a pilot scheme is significant (possibly into six figures). Alternatively, consideration of a much reduced scheme that rely solely upon traditional road signing systems are unlikely to be viable options owing to the lack of Police enforcement and their ability to issue Moving Traffic Offences, leading to driver non-compliance resulting in Road Safety issues.

Apart from Enforcement there is also the matter of safely dealing with:

- i) U-turning and diverting traffic which would put pressure on the existing highway infrastructure that, in turn, may require some form of engineering intervention.
- ii) Exemptions for residents with vehicles within the bus gate
- iii) Emergency vehicle access
- iv) System failure – route closure

Highway, Traffic and Road Safety officers supported the ethos to improve pedestrian and child safety particularly around schools.

In this year's Highway Capital Programme, there has been a small allocation of funding provided to enable the commencement of a replacement of a number of vehicle activated signs across that borough that had been installed around 10 years ago as part of previous speed management and road safety interventions.

These signs were introduced as part of a previous capital programme following an evidence based, data led investigation and should not be confused with other similar solar powered devices funded in 2010/22 by Councillor budgets. The initial tranche of replacements will focus on

the VAS introduced on the higher speed rural routes including the A62, A635, A672 and A671. As all of the signs were funded by Councillors in 2010/11 are now in disrepair, beyond design life and outside warranties, ward members will be asked if they wish to fund a modern replacement, Traffic and Road Safety officers will be contacting members on this in the year ahead.