



**Oldham**  
Council

## **Delegated Decision**

# **Proposed School Safety Zone and Traffic Calming Measures, (St Mary's Primary) - Chew Valley Road, Greenfield**

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Marsh, Traffic Engineer  
Ext. 1958

**2 November 2020**

### **Purpose of Report**

The purpose of this report is to consider the implementation of traffic calming measures to supplement existing traffic management measures adjacent to St Mary's Primary School, Chew Valley Road, Greenfield.

### **Recommendation**

It is recommended that the traffic calming measures associated with the scheme are approved, in accordance with the schedule at the end of this report.

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## **Proposed School Safety Zone and Traffic Calming Measures (St Mary's Primary) – Chew Valley Road, Greenfield**

### **1 Background**

#### **General Conditions**

- 1.1 The purpose of this report is to seek approval to introduce traffic calming measures to enhance improvements recently carried out in the vicinity. A general location plan is attached in Appendix 1.
- 1.2 Chew Valley Road (between the junctions of Rimmon Close / St Mary's Drive and Manchester Road was included in this years' resurfacing programme. Prior to resurfacing, the opportunity was taken to widen the existing footway to a standard 2 metre width, a beneficial improvement in this vicinity as the footway is a major pedestrian route to St Mary's School and leisure route for the surrounding area. The widening of the footway has had no detrimental effect on the available carriageway width for two-way traffic.

### **2 Traffic Surveys**

- 2.1 A recent traffic survey was undertaken in September 2018 which revealed that the 7 day, 85th percentile speed (the speed which 85% of the vehicles are not exceeding, used to determine highway design principles) was 33.5mph. The weekday average traffic count was 5010, private cars making up 81.5% of the total, HGV's 12.5% and public service vehicles 2.5%.

### **3 Road Safety**

- 3.1 No personal injury accidents have been recorded in the study area during the last 3 years.

### **4 Justification / Proposals**

- 4.1 St Mary's Primary School no longer has a School Crossing Patrol and whilst the footway width on the north side has only recently been widened, there is no footway on the south side, west of the Chew Valley Road pedestrian entrance into the school grounds. Recent Government advice has promoted more heathier forms of exercise and encouraged more walking and cycling; the proposed traffic calming measures will moderate traffic speeds making it a safer environment for vulnerable road users.

## 4.2 **Proposals**

### 4.2.1 **School Safety Zone**

School Safety Zone signage is currently in place for St Mary's School on the Chew Valley Road and Manchester Road frontages, however, traffic speeds need to be moderated where pedestrians are crossing, especially as there is no formal crossing point. (See drawing number TM4/477/GA).

### 4.2.2 **Proposed Traffic Calming**

A School Safety Zone demands that measures be implemented to create a safe environment for school children, residents and all visitors within the catchment area. In addition to the School Safety Zone signing at the entry points, traffic calming measures are proposed as detailed in Schedule 1.

## 5 **Options/Alternatives**

5.1 Option 1: To approve the recommendation

5.2 Option 2: Not to approve the recommendation

## 6 **Preferred Option**

6.1 The preferred option is to approve Option 1 ie the introduction of a School Safety Zone in the form of the traffic calming proposals as shown in the following schedules and drawing number TM4/477/GA (Appendix B).

## 7 **Consultations**

7.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

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.

## 8 **Comments of Saddleworth South Ward Councillors**

8.1 The Ward Councillors have been consulted and no comments were received.

## 9 Financial Implications

9.1 The cost of introducing the Order is shown below:

<u>Revenue</u>	£
Advertisement of Order	1,200
<u>Capital</u>	
Construction Cost, traffic signs and road markings	12,000
Fee and site supervision	2,000
<b>TOTAL</b>	<b>15,200</b>

9.2 The cost of the implementation of traffic calming measures adjacent to St Mary's Primary School, Chew Valley Road, Greenfield will be circa £15k, of which £1.2k will be absorbed within the Highways Operations revenue budget.

9.3 The Capital expenditure of £14k will be funded from the £45k budget allocation for this scheme within the 2020/21 Transport Capital Programme. It should be noted that £5k of the £45k allocation has already been committed, leaving a balance of £41k, which is sufficient to accommodate the cost of this scheme. This will be financed from the LTP Highways Maintenance Grant.

(John Edisbury)

9.4 It is acknowledged that the Council's approved strategy is to locally ringfence the LTP Highways Maintenance Grant to the Highways service. However, when the 2020/21 to 2024/25 Capital Strategy and Capital Programme were approved, there was some financial certainty and the Council had a reasonable understanding of the financial challenge it was facing. The position has changed with the impact of the COVID-19 pandemic. There is now a requirement from the 2020/21 Revenue Budget, Capital Programme and the Medium-Term Financial Strategy 2020/21 to 2024/25 to be revised as many of the principles upon which these strategies were based can no longer be relied upon.

9.5 The financial implications of the pandemic are very difficult to assess as much depends on the length of time the emergency continues, national and local lockdown arrangements, the level of Central Government support and Council priorities. The Council must give itself as much flexibility as possible to adjust its capital spending plans as it responds to the demands of a changing public sector environment having regard to the reduced resources that it is likely to have for the foreseeable future.

9.6 It is therefore essential that no decision is made to commit resources without having regard to the wider financial and on-going service delivery requirements/implications. A commitment to the transport scheme included in this report must therefore be considered in the context of potential future competing demands for capital resources. Regard must also be had to the Council's financial risk minimization strategy.

(Anne Ryans, Director of Finance – S151 Officer).

10 **Legal Services Comments**

10.1 The Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals. (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 – In accordance with current specifications.

17.5 Built Environment – Alteration to visual appearance of area.

17.6 Natural Environment – Nil.

17.7 Health and Safety – The scheme will create a safer environment for pedestrians.

18 **Equality, community cohesion and crime implications**

18.1 Nil.

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.

**Traffic Calming Proposals**

**Schedule 1**

**Speed Cushions (pairs)**

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
Chew Valley Road	18m from its junction with St Mary's Drive
Chew Valley Road	85m from its junction with St Mary's Drive
Chew Valley Road	50m from its junction with Manchester Road

**APPROVAL**

**Decision maker**



Signed \_\_\_\_\_  
Cabinet Member,  
Neighbourhoods and Culture

Dated: 2<sup>nd</sup> November 2020

**In consultation with**

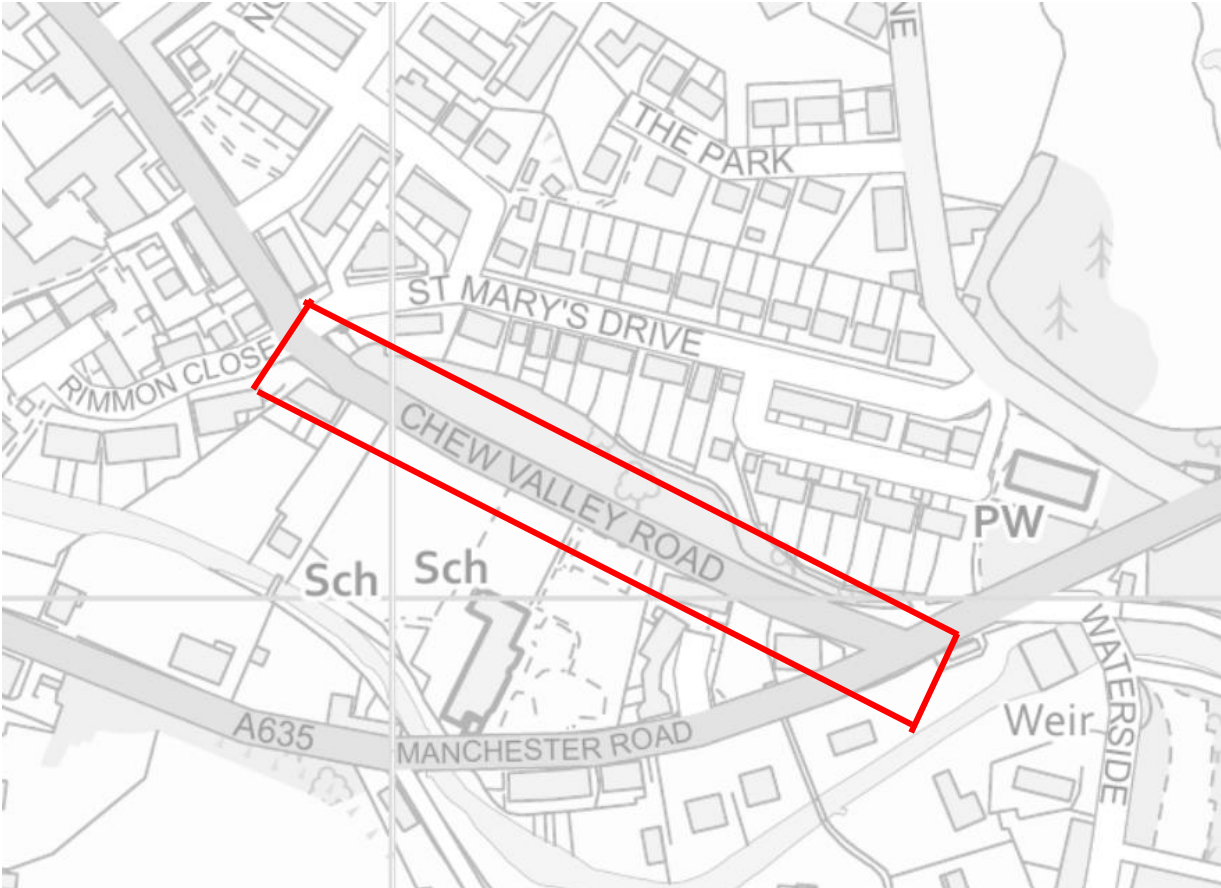


Signed \_\_\_\_\_  
Director of Environmental  
Services

Dated 2 November 2020

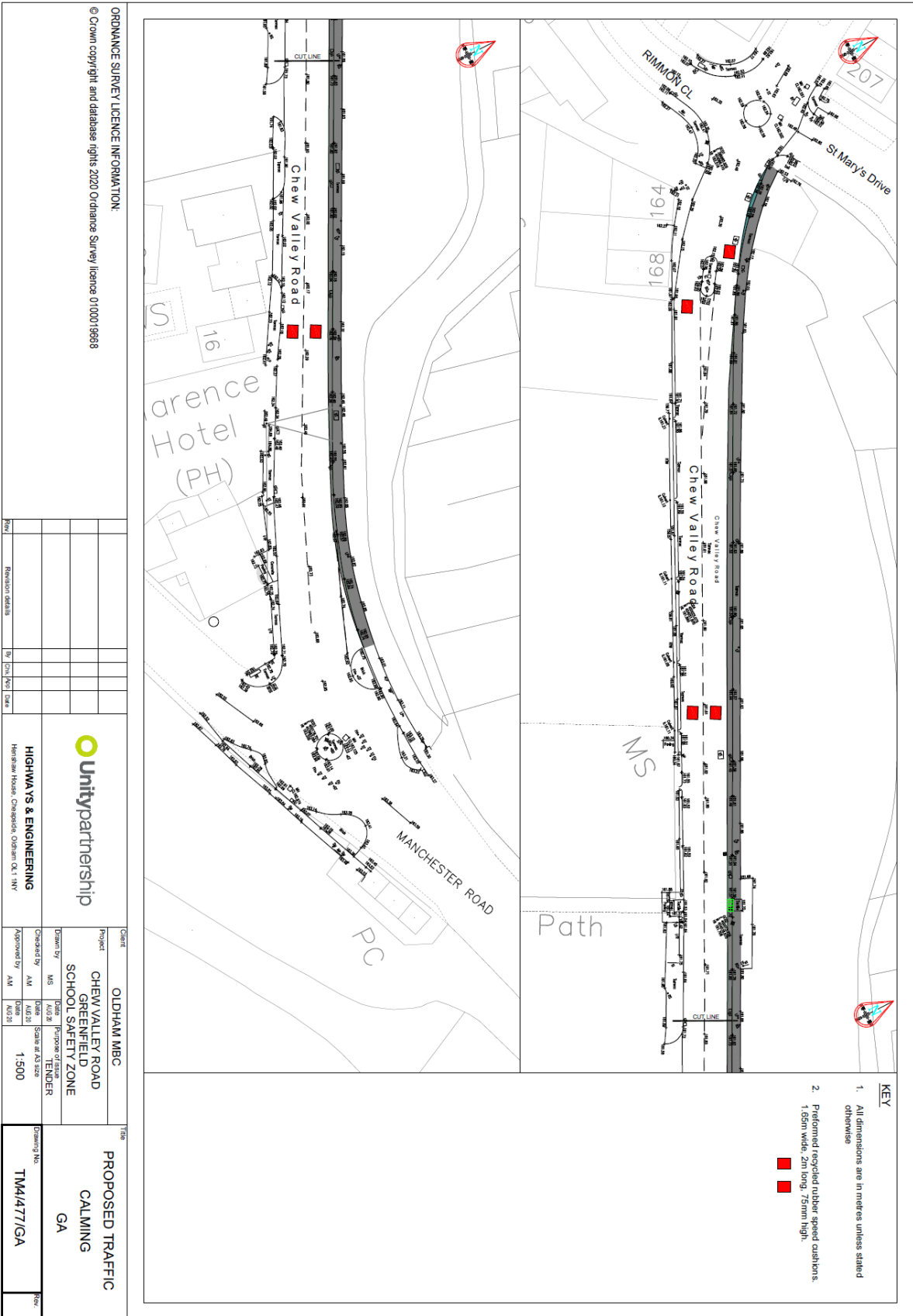
APPENDIX A

LOCATION PLAN





APPENDIX B



ORDNANCE SURVEY LICENCE INFORMATION:  
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Client	Oldham MBC	Project	CHEW VALLEY ROAD GREENFIELD SCHOOL SAFETY ZONE
Drawn by	M.S.	Checked by	A.M.
Date	14/2/20	Date	14/2/20
Scale of drawing	As shown	Scale of AS size	1:500
Proposed of date	TENDER	Drawing No.	TM4/477/GA
Author		Rev	
Revision details			
By			
On			

1:501 PROJECT/SUN/022xxx-Chew Valley Road, Greenfield-Footway Widened/11 Working Docs/01 Design Stages/03 Drawings/SUN/022xxx-0100-A-0100-GA.dwg

Unitypartnership  
HIGHWAYS & ENGINEERING  
Hereward House, Chazyard, Oldham, OL1 1NY

PROPOSED TRAFFIC CALMING GA