

Delegated Decision

Proposed Prohibition of Stopping (School Keep Clear Marking) and No Waiting at any Time – Shaw Street, Greenfield (M0595)

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Marsh, Traffic Engineer
Ext. 1958

16 February 2021

Purpose of Report

The purpose of this report is to consider the implementation of a mandatory No Stopping Order in the form of a School Keep Clear marking and No Waiting at any Time Order to alleviate obstructive parking taking place at the entrance to Greenfield Primary School / School playing fields.

Recommendation

It is recommended that the a No Stopping Order and No Waiting at any Time Order be approved for implementation in accordance with the schedules at the end of this report.

Proposed Prohibition of Stopping (School Keep Clear Marking) and No Waiting at any Time – Shaw Street, Greenfield

1 Background

General Conditions

- 1.1 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.
- 1.2 In order to prevent parking immediately outside a school entrance 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'.
- 1.3 Members will recall that a No Stopping Order was in force for the "old" Greenfield Primary School entrance and this proposal simply relocates the Order in front of the new School entrance. Following discussions with the Head and governors of the School, a short length of No Waiting at any time is also warranted to protect the entrance to the changing rooms / leisure areas.

2 Options / Alternatives

- 2.1 Option 1: To approve the introduction of a No Stopping Order in the form of a 'School Keep Clear' marking and No waiting at any time restriction as recommended in the schedules at the end of this report.
- 2.2 Option 2: Not to approve the recommendations as detailed in this report.

3 Preferred Option

- 3.1 The preferred option is to approve Option 1.

4 Justification

- 4.1 The introduction of a No Stopping Order in the form of a 'School Keep Clear' marking will remove obstructive parking from the entrance of the school and allow enforcement to take place; the No waiting at any Time order will allow unhindered access for maintenance vehicles to access the changing room facility.

5 Consultations

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

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

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

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

6 **Comments of Saddleworth South Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor G Sheldon and Councillor J Curley support the proposal.

7 **Financial Implications**

7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1,500
Traffic signs and road markings	1,000
Fee and site supervision	500
TOTAL	3,000

7.2 The scheme will be funded from the Greenfield Primary School capital budget (M0595)

(John Edisbury)

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 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.

- 8.2 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)

9 Co-operative Agenda

- 9.1 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.

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 – Nil.

- 15.2 Transport – Nil.

- 15.3 Pollution – Nil.

- 15.4 Consumption and Use of Resources – In accordance with current specifications

- 15.5 Built Environment – Alteration to visual appearance of area
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The scheme will create a safer environment for pedestrians
- 16 **Equality, community cohesion and crime implications**
- 16.1 Nil.
- 17 **Equality Impact Assessment Completed?**
- 17.1 No.
- 18 **Key Decision**
- 18.1 No.
- 19 **Key Decision 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:
- None.

Schedule 1

To prohibit Stopping – Monday to Friday, 8am – 5pm on the School Entrance Marking

Road	Location
Shaw Street, Greenfield (west side)	From a point 108m from its junction with Chew Valley Road for a distance of 25.56m in a north, easterly and southerly direction to include the adopted section of the turning head only

Schedule 2

No Waiting at Any time

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003

Add to Part 1 Schedule 1

Road	Location
Shaw Street, Greenfield (east side)	From a point 62m from its junction with Chew Valley Road for a distance of 10m in a north easterly direction

Schedule 3

Revocation

The Oldham – Schools Keep Clear Prohibition of Stopping Order No3 Order 2016

Shaw Street Greenfield (south west side)

From a point 52.3 metres north east of its junction with Chew Valley Road for a distance of 25.56 metres in a north easterly direction

APPROVAL

Decision maker



Signed _____
Cabinet Member,
Neighbourhood and Culture

Dated: 17th February 2021

In consultation with

Signed .
Director of Environmental
Services

Dated: 17 February 2021

APPENDIX A

LOCATION PLAN / PROPOSALS

**No Stopping – Monday to Friday,
8am – 5pm on the School Entrance Marking**



No waiting at any time



**Revocation of No Stopping – Monday to Friday
8am– 5pm on the School Entrance Marking**

