

Delegated Officer Report **(Non Key and Contracts up to a value of £100k)**

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 4 October 2023

Subject: School Streets – Experimental Traffic Order,
Buckstones Primary, Shaw

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Shaw

Reason for the decision:

High traffic levels outside schools poses road safety risks to all road users, including pedestrians, creates congestion, compromises air quality and obstructs access for residents and the emergency services.

Removing vehicular traffic at certain times of the day from roads in the vicinity of schools will facilitate safer journeys for children travelling to school and make active travel options (cycling and walking) viable and more appealing.

The Council considers the use of Experimental Traffic Orders to be appropriate as the implications of this measure upon the affected roads and road users (as well as the surrounding road network) are uncertain. As such, the impact of the experiment will be regularly reviewed, monitored and assessed whilst the order is in operation. By implementing this measure in this way, the Council will be able to react quickly if circumstances require the order to be modified or removed

Summary:

Vistors to Buckstones Primary School and residents experience the following issues associated with school pick up and drop off times:

- Long standing issues at school pick up and drop off times.
- Surrounding streets are high density terraced streets with little or no off-street parking.
- Vehicles park on both sides.

The proposed School Streets will restrict access on Delamere Avenue at its junction with Scarr Lane.

It is proposed to implement the experimental order on 30 October 2023, following a public consultation and drop-in event to meet Officers which will be held at the school.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

The alternative is not to progress these measures and continue to address concerns using traditional engagement and enforcement techniques

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

The Ward Members have been consulted and Councillor H Sykes has commented, I am generally supportive of this proposal providing the scheme can be 'flexed' if issues come to light in the trial period

Highways Transport Policy officers have consulted with schools and Councillors. A letter drop will be undertaken to all residents and parents informing them of the proposal and inviting them to meet with Officers at the School during an afternoon engagement event

G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.

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

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

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

Recommendation(s):

An Experimental Traffic Order (ETRO) effective from the 30 October 2023 will prohibit motor vehicles from entering the School Street zone/s of each school at drop off and pick up between the times listed in Appendix A on weekdays during term time. An extendable barrier will be provided for school staff.

In addition, it is also recommended that a 20mph speed limit be introduced on the streets impacted

Implications:

*What are the **financial** implications?*

The cost of introducing the order is shown below:

Expenditure	£k
Revenue	
Advertising	0.6
Capital	
Supply and installation of signs	3.3
Installation of removeable barrier	0.3
Officer time	2.7
Total capital	6.3
Total cost	6.9

The supply and installation of the barrier, signs and officer time will be £6.3k and will be funded from the 'School Streets' scheme within the 2023/24 Transport Capital Programme, which is funded from the Active Travel Fund Grant.

The advertising expenditure of £0.6k will be funded from the 2023/24 Highways TRO budget.

(John Edisbury)

*What are the **legal** implications?*

The Council must be satisfied that it is expedient to make the Traffic Regulation Orders 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.

The Council may, for the purposes of carrying out an experimental scheme of traffic control, make an order under section 9 of the Road Traffic Regulation Act 1984 making any such provision as may be made by a traffic regulation order. Experimental orders should not be seen as a way of quickly making an order without going through the normal consultation procedures for permanent orders. To avoid the possibility of a successful legal challenge, the Council must be able to demonstrate where the element of experiment or uncertainty lies, as an experimental order can only be made for the purpose of carrying out an experimental scheme of traffic control. An experimental traffic order shall not continue in force for longer than 18 months.

In relation to the proposed 20 mph speed limits, the speed limit regime enables traffic authorities to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit.

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.

The prohibition of driving “during term times only” would be impractical as term times vary from year to year and we are required to erect appropriate signage informing the public of when the restrictions are in force. Any signage would have to specify the calendar periods when the restrictions were applicable, so it would be necessary to erect new signs every academic year showing the dates the restrictions apply.

The Council is also intending to rely on school staff or volunteers to effectively enforce the prohibition of driving by erecting/removing barriers. However the Council cannot compel the school staff or volunteers to erect or remove the barriers at the appropriate times. (A Evans)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

Oldham Impact Assessment Completed (Including impact on Children and Young People)

No

What are the **property** implications

None

Risks:

The closure of the Streets currently requires GMP support to enforce the ETRO or support from the Schools and Parents. Without support it is likely that the ETRO will be contravened

Co-operative implications

The proposal to restrict vehicle access on Delamere Avenue at its junction with Scarr Lane at particular times throughout the day will keep children, young people and families safe. The proposal will also highlight the Council have responded to the grievances of parents and are

working co-operatively with parents (Mahmuda Khanom, Policy Support Officer)

Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998

None

Environmental and Health & Safety Implications

None

IT Implications

None

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

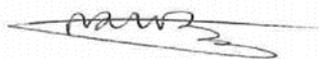
There are no background papers for this report

Report Author Sign-off:	
Mark Woodhead	
Date: 4 October 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Schedule
B	Proposals

In consultation with Director of Environment



Signed :

Date: 06.10.2023

Appendix A Schedule – Experimental Order

Drawing Number 2376 / A4 / 290 / 03

Prohibition of Motor Vehicles

Monday to Friday

8.30 am to 9.00pm and 2.45pm and 3.30pm

Road	Description
Delamere Avenue, Shaw	For its entire length

20mph Speed Limit

Road	Description
Delamere Avenue, Shaw	For its entire length

