

# Delegated Decision Report

Decision below £250k



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|---|---|
| <b>Subject:</b>                           | Hey with Zion and St Edwards School Street, Medlock Way, Rowland Way, Sunfield Way, Little Oak Close and Further Hey Close, Lees – Experimental TRO |
| <b>Decision maker:<br/>Senior Officer</b> | Nasir Dad, Director of Environment  |
| <b>Cabinet Member</b>                     | Councillor C Goodwin, Cabinet Member for Don't Trash Oldham   |
| <b>Decision date:</b>                     | 6 September 2024  |
| <b>Report author:</b>                     | Alister Storey, Principal Traffic Engineer  |
| <b>Ward (s):</b>                          | Saddleworth West and Lees   |

### Reason for decision

The purpose of the report is to seek approval for the implementation of the temporary traffic regulation order, covering the above listed streets to support the 'School Street' scheme.

### Recommendation(s)

The preferred option is Option 1

### Background

There are long standing issues with poor driving standards and parking outside both Hey with Zion and St Edwards C of E Primary Schools in Lees. The Traffic Team have worked with both schools to combat the problem and measures such as bollards to stop junction parking have been introduced. However, the problem remains, vehicles are regularly witnessed parking on the footway and blocking residents access to their driveways. There have been numerous reports of vehicles being driven along the footway and aggressive behaviour from drivers. Both of the Schools, residents and Ward Members all agree that something needs to be done to stop this dangerous behaviour.

The Council first introduced "School Streets" in 2023; a School Street seeks to provide safe, primarily traffic free environments, outside schools. In turn, this encourages active travel measures to be used for the school drop off and pickup journeys, improving children's wellbeing and reducing emissions from vehicles. School Streets are a nationwide initiative that are being promoted and funded across Greater Manchester by TfGM.

For a school street to be enforceable, the Council is required to introduce a Prohibition of Motor Vehicles (except for permit holders) Traffic Regulation Order. This will prohibit vehicles entering the lengths of carriageway designated as the School Street in the restricted hours. Vehicles already with in the restriction will be permitted to leave the area.

The School Streets introduced so far have relied on the schools to put temporary measures in place during the restricted hours. However, neither school at this location is able to provide a

resource; therefore, the only way to enforce the restrictions is by using Moving Traffic Offence powers with enforcement camera technology.

It is proposed to install the school street restriction on Medlock Way prior to the junction with the access to Medlock Court. The restriction will be enforced by an Experimental TRO (ETRO) and the restrictions will apply Mon – Fri 0815 - 0915 and 1445 - 1545.

A “whitelist” of vehicles will be collated so that those requiring vehicular access within the restricted hours will be permitted. The whitelist will include residents, teachers, workers at the two care homes within the restriction and blue badge holders that drop off or pick up from either school.

For the first 6 months of the School Street operation, drivers that fail to obey the ETRO will receive a warning letter for their first offence. When a PCN is issued for an offence, the charge will be £70, however, if this is paid within 21 days of the date of notice it will be reduced to £35. If it remains unpaid after 28 days, it will increase to £105. The monitoring and enforcement of the Camera Technology will be carried out by NSL.

The impact of the School Street will be monitored for the first six months of operation, this will include looking at parking migration and understanding what impact pick up and drop off parking has in the surrounding area. It is anticipated that a significant number of these journeys will be undertaken by means of active travel, however, we may need to look at further parking restrictions should problematic parking or dangerous situations occur in the wider area. If the School Street proves to be a success, we will look to make the TRO permanent.

**Alternative option(s) to be considered** *(please give the reason(s) for recommendation(s))*

Option 1 – to introduce the measures described to assist the safety of school children and access for residents.

Option 2 – to leave the parking arrangements as they are now, to the detriment of safety to the school children and access for residents

**Consultation** *(include any conflict of interest declared by relevant Cabinet Member consulted)*

The Saddleworth West and Lees Ward Members have been consulted and no comments have been received.

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

**Risks**

The introduction of the schools street measures around Hey with Zion and St Edwards school will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received during the temporary period and acting on these prior to the measures being made permanent.

Vicki Gallacher (Head of Insurance and Information Governance)

### Implications

| Financial  | <table border="1"> <thead> <tr> <th><b>Capital Costs</b></th> <th>£</th> </tr> </thead> <tbody> <tr> <td>Purchase of Traffic Camera (inc 1st year maintenance)</td> <td>26,886</td> </tr> <tr> <td>Highway Operations and Signing</td> <td>2,500</td> </tr> <tr> <td>Lining &amp; Road-markings</td> <td>420</td> </tr> <tr> <td>Illuminated column and signs</td> <td>7,500</td> </tr> <tr> <td>Legal fees for permanent TRO*</td> <td>1,800</td> </tr> <tr> <td><b>Total Capital Cost</b></td> <td><b>39,106</b></td> </tr> <tr> <td colspan="2"><b>Revenue Cost</b></td> </tr> <tr> <td>Maintenance &amp; Running Costs Yr 1 (Inc in first year camera purchase)</td> <td>0</td> </tr> <tr> <td>Year 2 onwards annually (hosting and maintenance)</td> <td><b>6,256</b></td> </tr> <tr> <td colspan="2"><i>*payable if experimental scheme is made permanent</i></td> </tr> </tbody> </table> | <b>Capital Costs</b> | £ | Purchase of Traffic Camera (inc 1st year maintenance) | 26,886 | Highway Operations and Signing | 2,500 | Lining & Road-markings | 420 | Illuminated column and signs | 7,500 | Legal fees for permanent TRO* | 1,800 | <b>Total Capital Cost</b> | <b>39,106</b> | <b>Revenue Cost</b> |  | Maintenance & Running Costs Yr 1 (Inc in first year camera purchase) | 0 | Year 2 onwards annually (hosting and maintenance) | <b>6,256</b> | <i>*payable if experimental scheme is made permanent</i> |  |
|--|--|----------------------|---|---|--------|--------------------------------|-------|------------------------|-----|------------------------------|-------|-------------------------------|-------|---------------------------|---------------|---------------------|--|--|---|---|--------------|--|--|
|  | <b>Capital Costs</b>   | £                    |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Purchase of Traffic Camera (inc 1st year maintenance)                | 26,886   |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Highway Operations and Signing                                       | 2,500  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Lining & Road-markings   | 420  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Illuminated column and signs   | 7,500  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Legal fees for permanent TRO*  | 1,800  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| <b>Total Capital Cost</b>  | <b>39,106</b>  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| <b>Revenue Cost</b>  |  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Maintenance & Running Costs Yr 1 (Inc in first year camera purchase) | 0  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Year 2 onwards annually (hosting and maintenance)                    | <b>6,256</b>   |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| <i>*payable if experimental scheme is made permanent</i>             |  |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |
| Legal  | <p><u>Capital</u><br/>The total cost of the works to progress the experimental TRO scheme is £39k and will be funded from within the Schools Streets Scheme within the Transport capital programme 2024/25. Within the total capital costs are legal fees of £1.8k which will only become payable should the scheme be made permanent. (Paula Buckley- Finance Manager)</p> <p><u>Revenue</u><br/>The annual cost for the maintenance, running and hosting of the equipment will be £6.2k from Year 2. This is expected to be funded by the introduction of a penalty charge for this specific offense. Projected PCN's are expected to be equal or more than the annual expenditure, therefore self financing. (John Edisbury – Senior Accountant)</p> <p>The Council may, for the purposes of carrying out an experimental scheme of traffic control, make an order under section 9 of the</p> |                      |   |   |        |                                |       |                        |     |                              |       |                               |       |                           |               |                     |  |  |   |   |              |  |  |

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|  | <p>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 challenge in the High Court, 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.</p> <p>In addition, 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.</p> <p>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. (Alan Evans)</p> |
| Equality impact including implications for Children and Young People | None  |
| Co-operative   | The recommended proposals set out in this report intend to make it safer for children and residents in the area designated as 'school streets'. The proposals will also increase the number of pupils and parents using active travel methods to drop children off at school. The benefits of improved safety and increased physical activity   |

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|             | are in line with our cooperative agenda. (James Mulvaney, Policy Manager)   |
| Procurement | NSL are the preferred partners of Oldham council for parking and CCTV. NSL have worked with other local councils in the Greater Manchester area. Procurement recommends awarding this work to NSL due to their knowledge, experience, and expertise within this field of work. Not appointing NSL would risk the project timelines and would be very costly to Oldham Council as they would need to fund a completely new back office to support new CCTV systems to the new supplier. (Raj Jassal) |

Schedule 1 – Prohibition of Motor Vehicles

| Column 1   | Column 2                                  | Column 3                                    |
|--|---|---|
| Length of Road   | Duration                                  | Exemptions                                  |
| Medlock Way - from a point 35m West of its junction with Beckett Street, Westbound for its entire length | Mon-Fri<br>08.15 – 09.15<br>14.45 – 15.45 | A, B1, B3, B4, C, E, J, K4 & Permit Holders |
| Further Hey Close - for its entire length  | Mon-Fri<br>08.15 – 09.15<br>14.45 – 15.45 | A, B1, B3, B4, C, E, J, K4 & Permit Holders |
| Rowland Way – for its entire length  | Mon-Fri<br>08.15 – 09.15<br>14.45 – 15.45 | A, B1, B3, B4, C, E, J, K4 & Permit Holders |
| Sunfield Way   | Mon-Fri<br>08.15 – 09.15<br>14.45 – 15.45 | A, B1, B3, B4, C, E, J, K4 & Permit Holders |
| Little Oak Close   | Mon-Fri<br>08.15 – 09.15<br>14.45 – 15.45 | A, B1, B3, B4, C, E, J, K4 & Permit Holders |

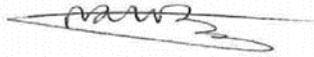
Schedule 2 – Prohibition of Waiting

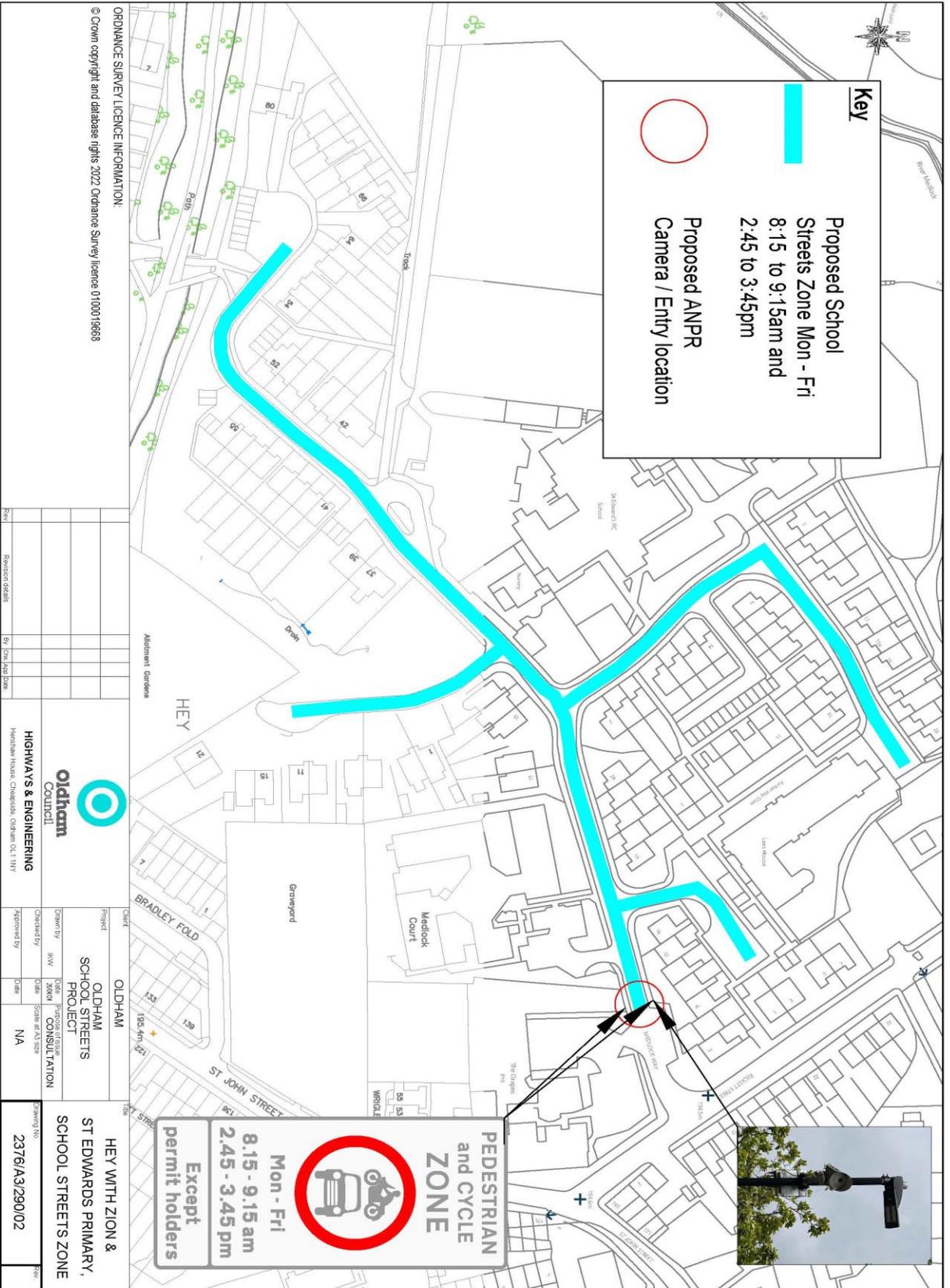
| Column 1       | Column 2                                  | Column 3                   |
|----------------|---|----------------------------|
| Length of Road | Duration                                  | Exemptions                 |
| Woodhead Close | Mon-Fri<br>08.15 – 09.15<br>14.45 – 15.45 | A, B1, B3, B4, C, E, J, K4 |

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| 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  |

Background Papers under Section 100D of the Local Government Act 1972

|                        |                            |
|------------------------|----------------------------|
| Report author sign-off | Alister Storey             |
| Role                   | Principal Traffic Engineer |
| Date of sign-off       | 27 August 2024             |

| <b>Approval</b>           |   |
|---------------------------|---|
| Officer approval sign-off |  |
| Role                      | Director of Environment   |
| Date of sign-off          | 6 September 2024  |



**Key**

Proposed School Streets Zone Mon - Fri  
8:15 to 9:15am and  
2:45 to 3:45pm

Proposed ANPR Camera / Entry location

ORDNANCE SURVEY LICENCE INFORMATION:  
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T:\03 TEAM RESOURCE\Traffic & Network\Map01 Traffic\Traffic Files\QMS\TM3\1142\St John Street Phase 1\PLAN\NSD276\_A3\_290\_02 Hey with Zion St Edwards.dwg

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| <p><b>Oldham Council</b><br/>HIGHWAYS &amp; ENGINEERING</p> |  | <p>Client: OLDHAM<br/>Project: OLDHAM SCHOOL STREETS PROJECT<br/>Drawn by: MWJ<br/>Date: 2024<br/>Scale: as shown<br/>Checked by: JAK<br/>Date: 2024<br/>Scale: as shown<br/>Approved by: NA</p> |  | <p>HEY WITH ZION &amp; ST EDWARDS PRIMARY, SCHOOL STREETS ZONE<br/>Drawing No: 2376/A3/290/02</p> |  |
|---|--|--|--|---|--|

**PEDESTRIAN and CYCLE ZONE**

Mon - Fri  
8:15 - 9:15 am  
2.45 - 3.45 pm

Except permit holders

