

Delegated Decision Report

Decision below £250k



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| Subject: | St Luke's CofE Primary School – Queens Road, Albion Street, Buckley Street, George Street, James Street, Chadderton – Experimental TRO |
| Decision maker: Senior Officer | Nasir Dad, Director of Environment |
| Cabinet Member | Cllr C Goodwin, Portfolio Holder, Transport and Highways, |
| Decision date: | 15 October 2025 |
| Report author: | Mohamed Abdulkadir, Engineer |
| Ward (s): | Chadderton Central |

Reason for decision

The purpose of the report is to seek approval for the implementation of a Temporary Traffic Regulation Order (ETRO), to support the 'School Street' scheme covering the above listed streets.

Recommendation(s)

The preferred option is Option 1

Background

There are long standing issues with high volumes of traffic, poor driving standards and parking outside St Lukes C of E Primary Schools in Chadderton. Furthermore, parents/carers of children attending The Radclyffe School use Queens Road, Buckley Street and James Street as a drop-off and pick-up locations, further adding to the problems in the area.

The residential streets surrounding the school are high density terraced streets with little or no off-street parking. On Queens Road, vehicles park on both sides of the road effectively making it a single lane. There are issues with conflicting traffic movements on Buckley Street which has resulted in arguments between drivers. Residents complain they are unable to exit the area during school drop-off and pick-up times.

The School's Leadership Team (SLT), residents and Ward Members all agree that something needs to be done to address the dangerous driving and unpleasant environment high volumes of vehicle traffic brings to the area.

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 Transport for Greater Manchester (TfGM), forming part of TfGM's School Travel Strategy.

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. Oldham Council has successfully established a camera enforced scheme in Lees.

For the proposed scheme, the restrictions will be enforced by using Moving Traffic Offence powers with enforcement camera technology. The school is not able to staff physical barriers due to the distance they are located away from the school and resource constraints.

It is proposed to start the School Street restriction by installing an enforcement camera on the junction of Queens Road and Hunt Lane. The restriction will be enforced by an Experimental TRO (ETRO) and the restrictions will apply Mon to Fri between 0815 - 0915 and 1445 – 1545 during term-time only.

The restrictions will be supported by creating a one-way system on Buckley Street, George Street and a section of Queens Road between Hunt Lane and Buckley Street. Entry to the residential streets from Hunt Lane will only be possible via Queens Road, with Buckley Street and George Street being no-entry.

As part of the School Street scheme, it is proposed to implement junction tightening at the following locations:

- George Street / Hunt Lane
- Buckley Street / Hunt Lane
- Queens Road / Hunt Lane

The purpose of these works is to improve safety and accessibility in the vicinity of St Luke's Primary School. The scheme aims to create a safer environment for pedestrians by enhancing street design, reducing vehicle speeds, and discouraging unsafe driving behaviours. The introduction of new crossing points will further support safer and more convenient pedestrian movement in the area.

At the request of the school and residents of Halbury Gardens, the ETRO will also include a trial of temporary bollards/planters to prevent vehicle access to the turning head on Albion Road. There is an ongoing problem of anti-social behaviour from parked cars at this location. Vehicles will still be about to turn around at this location using the junction of Halbury Gardens and Albion Street.

A "exemption list" of vehicles will be collated so that those requiring vehicular access within the restricted hours will be permitted. The exemptions will include residents, teachers and staff at the private day nursery within the restriction, blue badge holders that drop off or pick up from the school or nursery and parents/carers of SEN children.

The monitoring and enforcement of the Camera Technology will be carried out by the Council's Parking Services. For the first six months of the School Street operation, drivers that fail to obey the ETRO will receive a warning letter for their first offence.

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, there may be a need to look at further interventions should inconsiderate parking or dangerous situations occur in the wider area.

The impact of the scheme on the private day nursery will also be monitored during the trial. The nursery is open from 07:00 to 18:00 and does not have narrow drop-off/pick-up periods as is the case with the school.

If the School Street proves to be a success, the Council will look to make the TRO permanent - there is also scope to amend the scheme by repositioning the cameras should the trial demonstrate this is required.

Alternative option(s) to be considered

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

The 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 on behalf of the Bus Team there are no comments I wish to make as these proposals do not affect any existing bus routes. I would welcome consultation on any other future school street proposals as they arise.

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 School Streets measures around St Lukes CofE Primary school will improve safety for road users, improve access and assist with visibility. There could be reputational 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 / feedback received during the temporary period and acting on these prior to the measures being made permanent.

Implications

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| | Capital Costs | £ |
| | Enforcement Camera | 26,400 |
| Financial | Advertisement Cost | 3,000 |
| | Consultation Material | 1,000 |
| | Permits | 2,000 |
| | Other Resources | 1,000 |
| | Traffic Signs and Road Markings | 5,910 |
| | Civil Works | 32,348 |
| | Staff time | 20,000 |
| | Total Capital Cost | 91,658 |
| | Revenue Cost | |
| | Annual Maintenance (Year 2 onwards) * | 6,256 |
| | <i>*Payable if experimental scheme is made permanent</i> | |
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| | <u>Capital</u> The works will be capital if the restrictions are made permanent. | |
| | <p>The total cost of the works to progress the experimental TRO scheme is £91,658 (including staff time) and will be charged to M1271 as part of the Transport capital programme. The works will be fully grant funded through the TfGM Active Travel Capability Fund for the 2025/2026 programme.</p> <p>Leonnie Wharton-Brown, Senior Accountant</p> | |
| | <u>Revenue</u> The annual cost for the maintenance, running and hosting of the camera equipment will be £6,256 from Year 2, assuming the experimental scheme is made permanent. This expenditure will be charged to the Car Parking Service. | |
| | <p>It is anticipated that all expenditure will be funded by the introduction of a penalty charge for this specific offence. Projected PCN income is expected to be equal or more than the annual expenditure incurred, therefore self-financing. This arrangement will be closely monitored to ensure that this is the case.</p> <p>(John Edisbury)</p> | |
| Legal | 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 | |

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| | <p>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>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 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>The proposal for the Order to only be in force during term time is not sufficiently precise for the Order to be legally enforced as the duration of school terms varies from year to year and persons using the roads will not necessarily be aware of school holiday dates. It is suggested that the order should only apply between specified dates (eg 1 September to 31 July) which will incorporate all the annual variations in term start and end dates but that the order is not enforced by the Council outside of term times.</p> <p>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)</p> |
| Equality impact including implications for Children and Young People | None |

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| Procurement | In line with the Council's Contract Procedure Rules (CPRs) rule 4.1 - where an existing contract, framework or in-house service is available to meet the Council's specific procurement requirements and offers value for money it should be used unless there is particular circumstances which justify an alternative route to market. If Rule 4.1 does not apply, for the financial value stated above the Commercial Procurement Unit must assess the requirement between £30,000 and £99,999 in line with the options outlined in rule 5.3. (Darren Judge) |
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Schedule 1 – Prohibition of Motor Vehicles

| Column 1 | Column 2 | Column 3 |
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| Length of Road | Duration | Exemptions |
| Queens Road – for its entire length | Mon-Fri (term-time) 08.15 – 09.15 14.45 – 15.45 | |
| Albion Street - for its entire length | Mon-Fri (term-time) 08.15 – 09.15 14.45 – 15.45 | |
| Buckley Street – for its entire length | Mon-Fri 08.15 – 09.15 14.45 – 15.45 | |
| George Street – for its entire length | Mon-Fri 08.15 – 09.15 14.45 – 15.45 | |
| James Street South – for its entire length | Mon-Fri 08.15 – 09.15 14.45 – 15.45 | |

One Way Driving

| Road | Description |
|--------------------------|---|
| Queen's Road, Chadderton | South westbound from its junction with Hunt Lane to its junction with Buckley Street. |
| Buckley Street | North westbound from its junction with Queens Road to its junction with Hunt Lane. |
| George Street | North eastbound from its junction with Buckley Street to its junction with Hunt Lane. |

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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

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| Report author sign-off | Mohamed Abdulkadir |
| Role | Highways and Traffic Engineer |
| Date of sign-off | 15 October 2025 |

Commented [RS1]: Complete for RS later

| Approval | |
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| Officer approval sign-off | Nasir Dad |
| Role | Director of Environment |
| Date of sign-off | 27/10/25 |

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