

Report To: **SPEAKERS PANEL (PLANNING)**

Date: 20 March 2024

Reporting Officer: Emma Varnam (Assistant Director of Operations and Neighbourhoods)

Subject: **OBJECTION TO THE:
TAMESIDE METROPOLITAN BOROUGH (CLARE STREET AND PALATINE STREET AREA, DENTON) (PROHIBITION OF DRIVING) (EXPERIMENTAL) ORDER 2023**

Report Summary: This report sets out the objection received to the experimental prohibition of driving order within the Clare Street and Palatine Street area of Denton, remaining in force indefinitely.

Recommendations: It is recommended that the panel review the objection received during the six month consultation period for the experimental prohibition of driving order within the Clare Street and Palatine Street area of Denton and that the experimental order be made permanent.

Links to Community Strategy: Improvements to the highway network support the council in delivering all 8 priorities of the Corporate Plan.

Policy Implications: None arising from this report.

Financial Implications: The costs of the temporary prohibition order is £1,625, this is inclusive of staff time and advertising costs. The costs will be fully funded by Active Travel Fund (ATF) grant.


Legal Implications: The Council has a statutory duty which it must always have regard to under Section 122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix 1**.


The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 details the procedure for making the provisions of experimental orders permanent which the Council will follow.

Risk Management: If Clare Street and Palatine Street were to be reopened at school opening and closing time it would have a negative impact on congestion, air pollution, residents' health and wellbeing and safety on the streets surrounding the school.

Access to the documents:	Appendix 1	s.122 of the Road Traffic Regulation Act 1984
	Appendix 2	Plan – Clare Street & Palatine Street Area
	Appendix 3	Draft Prohibition of Driving Order
	Appendix 4	Draft Second Notice

All documentation can be viewed by contacting Jody Hawkins, Highways Manager, Engineering Service:

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1 BACKGROUND

- 1.1 An Executive Decision Report was approved on 5 December 2022 giving consent to introduce a School Streets scheme experimentally for Russell Scott Primary School in Denton, as indicated on the plan attached at **Appendix 2**.
- 1.2 The scheme was implemented in March 2023 and involved the temporary closure of the streets around the school access / egress at opening and closing times, i.e. between the hours of 07.45 – 09.15 and 15.00 – 15.45 Monday to Friday during school term time.
- 1.3 The closure comprises signs and cones along with a representative of the school, positioned at the junction of Palatine Street and the junction of the service road to the rear of Crown Point North retail area. The features are left in position until the school has started in the morning and after it has finished in the evening.
- 1.4 The school is responsible for the day to day management of the scheme and have asked that the scheme be made permanent as the effect on the school and surrounding area is beneficial to the children of Russell Scott Primary School.

2 INITIAL PROPOSALS

- 2.1 Before the scheme was introduced, a survey was completed of the residents and businesses in the area that were served by the roads that were potentially being closed.
- 2.2 The survey results raised no cause for concern and the scheme was introduced with 'permits' being issued to residents and businesses as required.
- 2.3 Disabled drivers dropping off and picking up children were also allowed in the area, as were deliveries.
- 2.4 From observations and discussions with the school, after the initial experimental period, the scheme is running well and the parents know that they cannot drive in that area at those times.
- 2.5 There is a small number of parents/carers that arrive early in the afternoon to pick up their children and park on the road within the area to be closed to wait until the school finishes, before driving out of the road closure. This is legal but does not fall within the spirit of the scheme.

3 OBJECTIONS

- 3.1 One objection was received to the proposed scheme based on the lack of parking for the school which the scheme has exacerbated.
- 3.2 The objector acknowledged that the 'roads around the school entrance are a lot safer now the road is closed' but was concerned that the displaced parking is wide spread and often inconsiderate.
- 3.3 An alternative place to park is Crown Point North car park and this was highlighted by the objector as being busy or full most evenings when school is ending, causing issues for parents going to pick up their children.
- 3.4 The hours of operation of the scheme were also questioned.

4 RESPONSES

- 4.1 It is true that parents parked on the roads around the school entrance but the purpose of the scheme was to make that area free from parked and moving cars, or reduce the number of vehicles as much as possible, to help promote active travel to and from school.
- 4.2 It is acknowledged that parking will be displaced, but over a wider, less condensed area or parents will chose to walk to school where they can.
- 4.3 Crown Point North is a well-used car park, especially at holiday periods but space can often be found for short periods.
- 4.4 The hours of operation for the scheme are limited to the days and times around school opening and closing hours and are set out in the legal order.

5 FUNDING

- 5.1 Funding from the Government's Active Travel Fund (ATF) has been allocated to make this scheme permanent and provide support for councils to deliver a series of 'School Streets' across the region to increase active and sustainable travel.

6 CONCLUSION – PROPOSAL / SCHEDULE OF WORKS

- 6.1 That the legal order attached at **Appendix 3** of this report be approved to be made then advertised in the public notice attached at **Appendix 4** to this report.

7 RECOMMENDATION

- 7.1 As set out at the beginning of the report.