

Report on the panel's Scrutiny of the Council's Traffic Calming and Vehicle Speed Management

Summary

This report seeks to examine the Council's policies relating to traffic calming and vehicle speed management and the implementation of these policies.

Information has been received both orally, in writing and in diagrammatic form which shows that the accident rate in Tameside is falling and a variety of innovative methods are attempting to reduce speed. These vary from physical speed reduction methods such as road humps, and chicanes to the Watchman system which, with its clear reduce speed message has in most cases brought about a safer highway environment.

1. It is clear however, that some motorists will ignore road safety measures whatever the consequences. This is graphically illustrated at primary schools where in spite of extensive road safety and anti-parking measures, parents still defy measures designed to protect their children.

The recommendations contained in the report relate to mainly to the need to introduce more speed reduction measures in town centres, and residential areas together with new developments. Consultation opportunities for frontline councillors should be taken up, with continued involvement of District Assemblies.

It is felt that decriminalisation of parking will help enforcement and the use of temporary physical barriers to enable traffic calming measures to be tried is also recommended.

Finally, the Panel would like to thank Brian Ganderton, Jim Critchley, Tameside MBC Engineers, and Ken Harrop, Stockport MBC Engineers for their assistance with this report.

Membership of the Scrutiny Panel

2. Councillor P Robinson (Chair), Councillor Wardle (Deputy Chair), Councillors Doubleday, Downs, Meredith, S Quinn, Roberts and Smith.

Introduction to the Scrutiny Review on Traffic Calming and Vehicle Speed Management

3. The Resources and Community Services Scrutiny Panel have recently undertaken a Scrutiny Review on the Role of District Assemblies in relation to Community Leadership.

During extensive consultations, it has been highlighted that the majority of questions raised by the public during Question Time, relate to concerns regarding traffic calming and vehicle speed management issues.

These concerns were acknowledged by the Technical, Economic and Environmental Services Scrutiny Panel as having a significant impact on the residents within Tameside, and the Panel Members therefore agreed to review the Council's policies on Traffic Calming and Vehicle Speed Management.

Members were keen to ensure that the safety and mobility of all transportation users and workers, including drivers, pedestrians, cyclists and road workers was a priority. In addition, the Panel wanted to ensure that the road safety measures were cost-effective and that projects were tailored to the particular needs of the communities and locations within the Borough.

Terms of Reference for the Scrutiny Review on Traffic Calming and Vehicle Speed Management

4. The following Terms of Reference were approved by the Panel at its meeting held on 10th June 2002 (Minute 4 refers):-

"To Review the Council's Policies on Traffic Calming and Vehicle Speed Management".

Pre-Investigation Project Planning

5. On the 10th June 2002, the Technical, Economic and Environmental Services Scrutiny Panel discussed the forthcoming Scrutiny Review on the Council's Policies for Traffic Calming and Vehicle Speed Management, which had been agreed within the Panel's 2002/2003 Work Programme, and undertook a scoping exercise in this matter. (See [Appendix One](#) for details).

6. Range of Investigative Methods

- 6.1 The Panel received a presentation from the Engineering Development Manager on the Background Statistics National Policy Background, Tameside's Road Safety Policy, Road Safety Initiatives and Measures in Tameside, Budget Provision and Tameside's Consultation and Monitoring Policies.

- 6.2 The Panel undertook a number of site visits to the following locations outside the Borough, to determine the traffic calming and vehicle management schemes adopted by other local authorities:-

St Lesmo Road, Edgeley, Stockport; Woodsmoor Lane/Moorland Road, Stockport; Hamilton Road, Longsight.

- 6.3 The Panel interviewed the following Town Managers, who provided information regarding traffic calming and vehicle speed management issues within their District Assembly areas:-

Mr Rick Malone - Town Manager for Stalybridge and Dukinfield;

Mr Stuart Mollison - Town Manager for Denton and Audenshaw;

Mr Mike Round - Town Manager and Hyde, Longdendale and Hattersley.

6.4 A consultation letter was circulated to all head teachers within the Borough, asking for their comments regarding traffic calming and vehicle management issues outside their schools.

The Panel consulted the following Emergency Services asking for their preferences regarding traffic calming and vehicle management schemes, together with the schemes which are least favoured:-

6.5 Greater Manchester Police;
Greater Manchester County Fire Service;
Greater Manchester Ambulance Services, NHS Trust;
Greater Manchester Passenger Transport Executive.

6.6 The Panel interviewed Mr Dennis Smalley, Head of Engineering Services to ascertain information regarding the Council's policies on Traffic Calming and Vehicle Speed Management schemes throughout the borough. Information on how traffic calming affects air quality management was received from Ms C Hames, Divisional Manager, Environmental Services.

6.7 The Panel interviewed the Cabinet Deputy for Technical Services, Councillor Alan Whitehead to obtain information on decision making procedures regarding the allocation of traffic calming and vehicle management schemes, and information relating to the Council's policies on this matter.

7. Information Received by the Panel

7.1 Engineering Development Manager

7.1.1 The Panel interviewed Mr Phil Calverley, the Engineering Development Manager who reported on the Personal Injury Road Accident Casualty Trends.

(Diagrams relating to these trends are contained within [Appendix Two](#) on this page, and have been provided by Mr B Ganderton, Engineer in the Accident Investigation Division)

The following information from 7.1.3 to 7.1.6 has been obtained from the following source Highways Economics Note (HEN1:2000).

Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay approach. This approach encompasses all aspects of the valuation of casualties including the human costs and the direct economic costs.

7.1.2 The figures in this report relate to the total cost to the community and will vary between groups of road users and society as a whole. This includes lost output, taxation and social security system. There will also be costs to the individual casualties.

There are also direct costs as a result of accidents and these relate to medical costs, emergency services, insurance etc. There is also human pain and grief that accompanies fatalities and serious accidents.

7.1.3 Nationally 65% of vehicles exceed the 30 mph speed limit

- 32% travel faster than 35 mph
- 8% travel faster than 45 mph
- Nationally 55% of HGV's exceed the 30 mph speed limit
- 20% travel faster than 35 mph

Nationally there are 228,825 casualty accidents annually involving 313,046 casualties. These casualties are broken down as follows:-

- 7.1.4
- 3,443 killed
 - 37,094 seriously injured
 - 272,509 slightly injured

In Tameside there are approximately 754 casualty accidents annually involving 1,031 casualties. These casualties are broken down as follows:-

- 7.1.5
- 5 killed
 - 86 seriously injured
 - 940 slightly injured

Nationally, the financial cost to the community is as follows:-

- 7.1.6
- Fatalities £1,323,880
 - Serious Injuries £154,110
 - Slight Injuries £15,380

The following National Policies highlight the government's drive for Local Authorities to reduce the number of traffic accidents. The National Policy documents detail what the government initiatives indicate they want the Local Authorities to do:-

- 7.1.7
- Transport White Paper - A New Deal for Transport Better for Everyone
 - Transport 2010 - The 10 Year Plan
 - Tomorrow Roads - Safer for Everyone
 - New Directions In Speed Management

Tameside MBC uses a number of Policy Documents to deliver its safety policies. The documents which Tameside uses are:-

- 7.1.8
- Community Strategy
 - Local Transport Plan - (this is the principle policy document for the Council which includes a five year plan, together with the Council's commitment to invest in road safety)
 - Road Safety Strategy
 - Engineering Service Business Plan

The Council has launched a number of road safety initiatives, including:-

- 7.1.9
- Local Public Service Agreement - (The Council has made a commitment to undertake more stringent targets than stated by the government, with an additional commitment to reduce accidents by 2008. This has attracted additional funding).

Street Safe Partnership - (This initiative has been launched by the Council and Greater Manchester Police, and proves that Tameside is striving to achieve its targets by working in partnership with other organisations).

Local Safety Scheme Programme - (This scheme targets accident hotspots, and additional funding has been obtained to implement this initiative).

20mph Zone Programme - (The Council has undertaken extensive work over the last two years, ie. 40 primary schools, at locations throughout the borough were targeted during 2001/2002. During 2002/2003, 14 new locations were being considered).

School Frontage Initiative - (The Council has recognised the dangers outside schools, and placed line markings to reduce accidents).

Education and Training Programme - (Extensive training was being undertaken by the Road Safety Unit, who were visiting schools each year, in order to teach pupils about road safety).

Safer Routes to School/School Travel Plans - (The Council is currently undertaking five initiatives).

Watchman - (This initiative involves message signs which are triggered by an electronic monitor. The Council is currently using these in Longdendale).

Speed Cameras - (Many are in use throughout the borough).

School Crossing Patrol Service - (This is covered extensively throughout the borough).

The Capital Programme for 2002/2003, comprises the following budget allocations. (This represents the part of the Highways Capital Programme, which has been allocated to traffic calming)

Local Safety Schemes	£707,000
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Watchman	£140,000
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7.1.10 20mph Zones/School Frontages	£378,000
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Education and Training	£37,000
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Safer Routes to School	£68,000
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Total	£1,330,000
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The Council undertakes extensive consultations when it initiates a new scheme, together with thorough monitoring of new schemes. These comprise the following:-

Consultation

- | | |
|--------|---|
| 7.1.11 | <ul style="list-style-type: none">● Citizen 2000 Panel● Council Public Opinion Survey● Pre/Post Scheme Consultation (Opinion)● Local Transport Plan Conference/Questionnaire |
|--------|---|

Monitoring

- Best Value Performance Plan
- Engineering Development Action Plan

- Pre/Post Scheme Monitoring (effectiveness)
- Accident Statistics Reports
- Watchman (Speed Survey)

7.1.12 Accident statistics received from the police are recorded and held on computer in the Traffic Management Unit. The recent schemes, especially those outside primary schools, are subject to monitoring. This is based on a comparison of the number of accidents and effect on vehicular speed in a period prior to the implementation of Traffic Calming and for a similar period following implementation. The information held has not been used for similar comparisons for previous schemes.

7.1.13 The Council's criteria used to determine whether or not a site should have traffic calming measures is usually made on the potential for accidents and the accident statistics at that location.

7.1.14 A recent initiative has involved school frontages, and the Cabinet Deputy for Technical Services had agreed that all primary schools in the borough should have a suitable traffic calming scheme.

7.1.15 Another recent scheme involving schools has been the "Kerbcraft" initiative, which has identified ten schools in the most deprived areas in the borough, which involved pupils receiving road safety training.

7.1.16 The Cabinet Deputy, Technical Services in consultation with Ward and District Assembly Members discuss local traffic calming requirements.

7.1.17 All traffic calming initiatives are referred to the Traffic Liaison Group for consideration. This Group includes representatives of the police, emergency services, Local Transport Group and Passenger Transport Executive, who are consulted and given an opportunity to put forward ideas and suggestions into the schemes.

7.1.18 The main issue affecting traffic calming schemes is the availability of funding. Funding was available from the government for some schemes which met "accident hotspot" criteria. Last year government funding covered approximately forty schemes, and this year, funding is available for approximately fourteen schemes.

7.1.19 The effects of traffic calming are mostly measured by public comments. The environmental effects of pollution, are detailed in government documentation, which indicates that the difference in pollution from vehicles travelling 20 mph to 30 mph is minimal.

7.1.20 As far as the Engineering Development Manager was concerned, the council has not received any adverse comments from businesses, which have been affected by the introduction of traffic calming schemes.

7.1.21 The council aims to ensure that Best Value is obtained in its provision of traffic calming schemes. The Department of Transport recommends the use of a mixture of measures to control traffic, however, their concern has been noted regarding the use of chicanes. The erection of "mirrors" has

also proven an unpopular option, due to the fact that they project distorted images.

7.1.22 The government has recently initiated a new pilot project for "Home Zones". These involve the pedestrianisation of large areas and have proven extremely popular within communities in the borough.

7.1.23 The Council is introducing 20 mph zones and subject to future legislation, would consider even lower speed restrictions on particular streets, to complement existing traffic calming measures within the borough.

7.1.24 The Engineering Division has computerised information relating to accidents within the borough. This information, would identify any accident "hotspots" and would assist members and officers, when considering potential schemes.

Town Managers

7.2 The Panel interviewed Mr Rick Malone, Town Manager for Stalybridge and Dukinfield, Mr Stuart Mollison, Town Manager for Denton and Audenshaw and Mr Mike Round, Town Manager for Hyde, Longdendale and Hattersley, who provided information relating to traffic calming and vehicle speed management issues within their District Assembly areas.

7.2.1 The District Assemblies are consulted about the layout and the detail of the schemes, within their locality prior to them being determined by the Cabinet Deputy and the Head of Engineering.

7.2.2 Although District Assemblies are able to influence traffic calming initiatives within their areas through the consultation exercises, additional input from elected and advisory group members, would be welcomed, in order that schemes could be modified to suit individual area requirements.

7.2.3 The decision on the priorities for traffic calming schemes, rests with the Cabinet Deputy for Technical Services, following final consultation with the Head of Engineering.

7.2.4 The positive or negative effects of traffic calming initiatives, are monitored and measured by public reaction, and accidents figures since its introduction.

7.2.5 The Traffic Management Unit, regularly liaise and advise the District Assemblies of forthcoming traffic management initiatives, and good relationships have been forged between the divisions.

7.2.6 It is acknowledged that problems do exist between the sustainability of some traffic management schemes, which need to be addressed. For example, some schemes are not environmentally visually pleasing, but additional funding, which currently is limited, would be required to maintain, or improve existing initiatives.

7.2.7 It has been noted that some businesses do not encourage traffic calming schemes within their immediate vicinity, as this could affect custom and prevent direct access to their shops.

7.2.8 The Council has recently undertaken a scheme to introduce traffic calming measures directly outside schools. This scheme has been extremely high profile, proactive and effective and has attracted funding from central government.

7.2.9 One of the main problems associated with traffic calming and vehicle speed management is the inability to enforce regulations. This results in such regulations being constantly flouted, and the lack of enforcement available to the Council.

7.2.10 It is noted that the Tameside Patrollers have found the current Traffic Regulation Orders complicated and difficult to apply when trying to prevent vehicle obstruction and road safety hazards.

7.2.11 It is noted that the "decriminalisation of parking" would be an effective means of enforcing regulations.

The Head of Engineering Services

7.3 The Panel interviewed Mr Dennis Smalley, Head of Engineering Services who provided the following information:-

7.3.1 The criteria for traffic calming and vehicle speed reduction did not vary greatly between areas. There were 4,000 named streets in Tameside and demand for traffic calming measures was increasing all the time. Consideration was being given to the number of traffic accidents in the area with an emphasis on protection for the most disadvantaged.

7.3.2 During 2001/2002, approximately thirty eight 20mph schemes had been introduced, these had been in areas close to primary school locations and another twelve were being proposed for this year for accident black spots.

7.3.3 The government had invited bids for a series of major speed reduction schemes involving speed cameras and other measures. The criteria for these bids tended to be very prescriptive, with the government's priority being a reduction in accidents.

7.3.4 Accident reduction schemes were monitored through the Local Transport Plan for performance and cost effectiveness. The reduction was showing considerable cost benefit.

7.3.5 It was not possible to implement all the schemes requested by elected members and the public, but they were dealt with incrementally. Schemes with high ancillary costs could be undertaken when overall costs became feasible.

7.3.6 Between 70 and 80 schemes were under consideration or in progress every year and Mr Smalley paid tribute to the work of the Traffic Management Unit.

7.3.7 Traffic calming schemes did not always concur with the wishes of the emergency services, especially the Fire Brigade, who felt that on occasions their access to areas was hampered by

physical measures. It was felt, however, that by the very nature of the purpose of traffic calming measures, there was bound to be some increase in response times for emergency vehicles. It was a question of balancing and assessing risk.

7.3.8 The peak height for road humps and cushions was 3" - 4", which should cause no damage to vehicles if they slowed down sufficiently.

7.3.9 Traffic schemes outside schools were based on traffic statistics, but parents still persisted on parking cars which caused hazards and congestion even when parking restrictions were in place. Often all attempts to alleviate this by Head Teachers, staff and the police failed to make any difference.

7.3.10 The need for consideration of the environmental impact of traffic calming measures and the introduction of "Home Zones" was stressed. In comparison with similar schemes on the continent however, it was felt that local residents would have to exhibit a very great commitment to making them successful. It was also necessary to resolve the conflict between residential and commercial or industrial premises in the same area.

7.3.11 Bids for Home Zone schemes had to be made to the government and the criteria was very prescriptive. Already, £750,000 had been utilised over a three year period.

The Cabinet Deputy for Technical Services

7.4 The Panel interviewed Councillor Alan Whitehead the Cabinet Deputy for Technical Services, who provided strategic information regarding the Council's policies on Traffic Calming and Vehicle Speed Management.

7.4.1 Every traffic calming scheme is implemented in accordance with its particular circumstances. Different schemes can include 20 mph zones, road narrowing and speed humps, however, each scheme, although has many positive aspects, also may have a number of negatives. For example narrowing, chicanes and road humps take up large lengths of road, and speed humps can cause vibrations and noise. Road narrowing has proven effective if there is enough room to install them.

7.4.2 The Cabinet Deputy is informed of the effectiveness of new traffic calming schemes within Tameside, by regular assessments and consultations taken within 12/15 months after the installation. In addition, consultations are undertaken with schools, and the numbers of parked cars are assessed. If schemes are not effective, then alternative methods are investigated.

7.4.3 Particular problems are experienced regarding the non compliance of 20 mph zones outside schools and this abuse of traffic calming needs to be controlled on a regular basis.

7.4.4 Traffic lights can be a very effective way of traffic calming, however they can sometimes be expensive, and they do not comply with the Council's policy to reduce street clutter.

7.4.5 The budgets for traffic calming schemes are provided from a number of different sources, for example, the Local Transport Plan has attracted significant funding and other additional funding is available depending on the type of scheme being implemented, however, demand is very high and money is limited.

7.4.6 The "Watchman" system is an innovative and flexible idea, which is not as expensive as police camera versions. A "Mark Two" system will be available shortly and will be much more advanced. It has been proven that a reduction in speed has been noted at Watchman locations.

7.5 Effects on Air Quality

7.5.1 Information was received from the Divisional Manager, Environmental Protection which indicated that a study on the affect of traffic calming measures on air quality in Tameside had not been undertaken.

7.5.2 She did however, provide information on national studies carried out by the Transport Research Laboratory (TRL) on the effects of various traffic calming schemes upon air quality nationally.

7.5.3 The TRL undertook 542 tests involving both petrol and diesel cars showed that the air quality was unlikely to worsen emissions by more than 90%, compared with early testing which had indicated this occurring at up to 900%.

7.5.4 A series of five different traffic calming methods were tested and fuel consumption and exhaust emissions of four pollutants - carbon monoxide CO, hydrocarbons H, oxides of nitrogen NOx and carbon dioxide CO2 were recorded in each test.

7.5.5 All four of these pollutants rose in each case, but by varying amounts depending on the scheme (see 7.5.6 below).

For petrol non-catalyst, petrol catalyst and diesel cars, mean emissions of CO per vehicle-km increased by 34%, 59% and 39% respectively. For all three vehicle categories, the increase in mean HC emission was close to 50%.

7.5.6 Emissions of NOx from petrol vehicles increased only slightly, but NOx emissions from diesel vehicles increased by around 30%.

Emissions of CO2 from each of the three vehicle categories increased by between 20% and 26%. Emissions of particulate matter from the diesel vehicles increased by 30%. Although petrol catalyst cars tended to have the lowest absolute emission rates, they also had the most variable emission rates and generally showed the greatest sensitivity to traffic calming.

7.5.7 Although the research found a detrimental impact on individual vehicle exhaust emissions, the overall impact on air quality will vary. The quality of local air depends upon the number of people using a road, as well as other sources of pollution in the vicinity. It is therefore possible that in some situations the amount of traffic using a particular road could be reduced following the introduction

of a traffic calming scheme.

- 7.5.8 It must also be noted that all the five traffic calming schemes subject to this research, reduced accident rates from between 25% - 60%.

7.6 Summary of Responses Received from Schools in the Borough

- 7.6.1 Illustration of school frontage at St. Stephen's CE Primary, Audenshaw

Responses were received from the following schools:-

- Arlies Primary
- Denton West End Primary
- Copley High School
- Flowery Field Primary
- Hawthorns Primary
- 7.6.2 Holden Clough Primary
- Littlemoss High
- Longdendale High
- Mossley Hollins High
- St. James Primary
- St. Mary's Primary
- St. Raphael's Primary
- St. Stephen's Primary

- 7.6.3 Illustration of school frontage at Mossley Hollins High School, Mossley

- The response from Head Teachers can be summarised to say that those schools without traffic calming measures would like them and some of those schools with traffic calming welcome the measures, but are still experiencing difficulties. The difficulties are apparently caused by parents, who ignore the measures when they are delivering or collecting their children from schools. Police and/or Head Teacher action is reported to provide very short-term solutions, or is disregarded.
- 7.6.2
- 7.6.3 See [Appendix three](#) for detailed responses.

7.7 Feedback from the Emergency Services

Greater Manchester Police

- 7.7.1 Greater Manchester Police report that they are not always consulted on the introduction of traffic calming schemes. In effect this can cause opposition from the other emergency services, at a later date, when it is found that the measures cause delays in response times or complications to patients carried in ambulances. The Police favour chicanes and also road narrowing measures.

- 7.7.2 **Greater Manchester Ambulance Service NHS Trust**

The Greater Manchester Ambulance Service NHS Trust report that they appreciate that traffic calming measures do make a valuable contribution to reducing accidents, but they affect response times, in particular road width restrictions which exclude some of their newer vehicles.

Greater Manchester Fire Service

- 7.7.3 The general opinion of station commanders throughout Tameside is that the wide use of road humps as traffic calming measures is impacting on attendance times. Concern is also expressed that previously agreed practices are now being ignored whereby major routes are now being targeted for traffic calming measures. An example mentioned by the Fire Service, was the proposal to put road humps along Mottram Road/Market Street/Lower Market Street, Broadbottom.

Greater Manchester Passenger Transport Executive

- 7.7.4 The GMPTE have an agreement throughout Greater Manchester with regard to traffic calming measures. Their main concern is to reduce the impact on buses and bus passenger of highway measures such as road humps. To this end they advocate road cushions which are designed to slow cars but allow buses to drive over them without a problem.

8. Observations of the Borough Treasurer, Borough Solicitor and Engineering Development Manager

8.1 Borough Treasurer

The Borough Treasurer submitted the following comments:

- 8.1.1 The Scrutiny Panel should have regard to the financial implications of their recommendations given the budget constraints highlighted in the Medium Term Financial Strategy.

- 8.1.2 The introduction of more traffic lights as an effective way of traffic calming would be more expensive than traditional methods and would have a far higher maintenance cost. Thus fewer sites would be covered than using existing means.

- 8.1.3 Decriminalisation of Parking - every effort needs to be made to ensure that this is self-financing, since no additional budget is available for its introduction. If it were to cost the Council money, other engineering/highway functions would be adversely affected.

- 8.1.4 Further delegation to District Assemblies - were this to occur the rational criteria for locating traffic calming measures should continue to be used so as to ensure the most effective use of resources.

8.2 Borough Solicitor

The Borough Solicitor submitted the following comments.

8.2.1 The Borough Solicitor confirms that traffic calming and vehicle speed management restrictions may be included in the conditions for new residential and industrial developments. This is done by imposing conditions on the planning permission.

8.2.2 The purpose and provision of Traffic Regulation Orders should contain clear and concise instructions to assist with their enforcement. This must surely be encouraged if not already the case. Traffic Regulation Orders are, in effect, secondary legislation creating criminal offences. It is, therefore, important that their effect is clear and precise. If they are vague or ambiguous, then in criminal proceedings the courts will not allow their enforcement and their effect will therefore be nil. As a matter of principle, it is also important that those motorists who are expected to comply with such Orders, should know in clear terms what they can and cannot do.

8.2.3 As legal orders, Traffic Regulation Orders must comply with some of the formalities in the Road Traffic Regulation Act 1984. However, that should not take away from their clarity nor unnecessarily increase their length. I would be very happy to work with engineering colleagues to improve these, if requested.

Allied to recommendation 10.5 and more particularly touched on in paragraph 7.2.9-11, are difficulties of enforcement of Orders by Tameside Patrollers. It appears to me that the basis of the problems here is caused by the current legal status of Tameside Patrollers, which could only be cured by primary legislation. Simply, many of the ancillary powers that are needed to effectively enforce traffic management are not available to them. For example:-

- 8.2.4
 - Sections 99-104 of the Road Traffic Regulation Act 1984, gives powers for the removal of illegally, obstructively or dangerously parked vehicle, or their immobilisation by clamping.
 - Section 163 of the Road Traffic Act of 1988 gives the power to stop vehicles.
 - Section 164 of the Road Traffic 1988 gives the power require the production of driving licences and other documents, and,
 - Section 165 gives the power to obtain the names and addresses of the drivers and others.

As the law currently stands, these powers can only be exercised by a police constable in uniform, or in certain cases by a traffic warden. In the absence of these powers, it is understandable that the enforcement by Tameside Patrollers is hampered.

8.3 Engineering Development Manager

8.3.1 The observations of the Engineering Development Manager have been incorporated within the Scrutiny Panel's report.

9. Conclusions

9.1 The Panel welcomes the extremely effective and proactive "schools frontage initiatives" being undertaken using funds identified by the Cabinet Deputy.

- 9.2 The Panel accepts the concerns of the elected members and Town Managers that more extensive consultations, between the Cabinet Deputy for Technical Services, the Head of Engineering, the Chairs and Deputy Chairs of District Assemblies, and the Town Managers would be beneficial, when implementing priority plans for traffic calming and vehicle speed management schemes in order that each scheme could be modified to suit each individual area requirement.
- 9.3 The Panel noted that unfortunately, although efforts have been made by the Cabinet Deputy and Engineering Division, to meet ward councillors to discuss new traffic calming schemes, these have not in general been well attended.
- 9.4 The Panel noted the popularity of width restriction planters where visual impact was not important, however, traffic regulation orders were required for their erection and were costly in this matter.
- 9.5 Members noted that the high road usage by vehicles could rapidly wear out road markings thus reducing their effectiveness for vehicle speed management.
- 9.6 The Scrutiny Panel's recommendations take account of the Borough Treasurer's observations.
- 9.7 The following page illustrates two examples of good practice of traffic calming and vehicle speed management at Stockport MBC.

10. Recommendations

- 10.1 That consideration be given to the introduction of proactive traffic calming measures, for example, in residential or town centre areas, as opposed to introducing traffic calming measures retrospectively, after incidents/accidents have occurred.
- 10.2 That where possible consideration be given to the purchase of new speed camera housing units be constructed from fireproof materials.
- 10.3 That the signs informing drivers of physical traffic calming measures such as road humps, chicanes, etc. are clear, easily understood and recognisable.
- 10.4 That Town Managers and Chairs and Deputy Chairs of District Assemblies, are offered a more detailed input, into the strategic decisions, regarding future traffic calming and vehicle speed management schemes within their areas.
- 10.5 That the purpose and provision of Traffic Regulation Orders should contain clear and concise instructions, to assist with their enforcement.
- 10.6 That the feasibility of further delegation of centrally held budget provision be considered, to enable District Assemblies to implement smaller non strategic traffic calming measures, using existing rational criteria to ensure that resources are most effectively used.

10.7 That the Decriminalisation of Parking measures be welcomed and actively pursued on an entirely self-financing basis.

10.8 That as part of the programme of physical traffic calming measures, all schemes be monitored including less recent measures with a view to assessing their effectiveness in order that any problems can be rectified.

10.9 That as part of the programme of physical traffic calming measures, all scheme be monitored, including less recent measures with a view to assessing their effectiveness in order that any problems can be rectified.

10.10 That consideration be given to the better enforcement of town centre pedestrianised areas.

10.11 That all ward councillors be strongly encouraged to attend consultation meetings with the Cabinet Deputy for Technical Services and the Head of Engineering, in order that their input and ideas can be considered.

10.12 That consideration be given to the use of temporary removable traffic obstacles, such as concrete blocks as a measure for testing traffic calming methods before they are permanently installed.

10.13 That consideration be given to the establishment of a Sustainability Programme to maintain existing markings.

10.14 That consideration be given to the introduction of more traffic lights, as an effective way of traffic calming, providing that there was firm evidence that this would be the most cost effective way of using a limited budget, and would not add to environmental clutter and vehicle congestion.

Appendix One

'Scoping the Scrutiny Exercise'

Who should be invited to the Panel meetings?	Why?
Cabinet Deputy Head of Engineering Engineering Development Manager School Representatives Town Managers	Appropriate Brief/Policy Different Designs/Measures Different Designs/Measures Effects outside Schools Numbers of Traffic Calming Requests and action taken

What written information/research is needed?	Why?
Criteria used to provide Calming Costings Pollution figures Council Policies	To enable Panel to assess & evaluate the best methods Best Value Health affects of calming
Where should Panel Members visit?	Why?
Corporation Road, Denton Lees Road, Ashton Bramhall, Stockport Woodsmoor, Stockport	To inspect measures already introduced
What consultation should take place and with whom?	Why?
Social Housing Providers Head of Planning Chamber of Commerce Organisations for Disabled People	Responsibility for their streets/roads/verges New Developments Effects on Businesses Adverse effects on mobility

It is envisaged that this review will be complete by the end of September 2002

Appendix Two

[Tameside Road Traffic Accidents & Casualties 1985-2001](#) (0.06MB)  

National Totals

[Fatal Casualties - National Totals 1991-2001](#) (0.04MB)  

[Serious Casualties - National Totals 1991-2001](#) (0.04MB)  

[Slight Casualties - National Totals 1991-2001](#) (0.04MB)  

[Total Casualties - National Totals 1991-2001](#) (0.04MB)  

Tameside Totals

[Fatal Casualties - Tameside Totals 1991-2001](#) (0.04MB)  

[Serious Casualties - Tameside Totals 1991-2001](#) (0.04MB)  

[Slight Casualties - Tameside Totals 1991-2001](#) (0.04MB)  

[Total Casualties - Tameside Totals 1991-2001](#) (0.04MB)  

Borough Totals

[Casualty Rates - Fatal Casualties by Borough 1997-2001](#) (0.06MB)  

[Casualty Rates - Serious Casualties by Borough 1997-2001](#) (0.05MB)  

[Casualty Rates - Slight Casualties by Borough 1997-2001](#) (0.05MB)  

[Casualty Rates - Total Casualties by Borough 1997-2001](#) (0.05MB)  

Appendix Three

Head Teachers Responses

Arlies Primary (Response dated 06/08/2002)

Constant problems with traffic at beginning and end of day. The problem is caused by parents. Traffic Calming has been promised but as yet, no date for implementation.

Broadbent Fold Primary (Response dated 05/08/2002)

No clear signs or markings to indicate there is a school. Problem with speeding traffic going past the school. Parents insist on parking on both sides of road outside school. Letters to parents from Head have an effect for a limited period.

Denton Westend Primary (Response dated 10/09/02)

Traffic Calming most effective, traffic moves slower, reducing risk to children. Parking restrictions have reduced congestion but not all parents observe these restrictions.

Copley High School (Response dated 11/09/02)

Congestion and parked cars on Demesne Drive, at rear of school, cause hazards. Service buses also use this road. Volume of vehicles using Copley site (school and Leisure centre) has increased, rendering existing parking facilities "woefully inadequate", again resulting in hazards.

Huddersfield Road is very busy and Head is in constant fear of accidents.

Flowery Field Primary (Undated response)

The Head has advised that parents or staff have not commented on Traffic Calming.

Hawthorns Primary (Response dated 05/09/2002)

Traffic Calming has had an extremely positive effect on access to the school. Minibus transport is finding access and exit much easier. Staff find it easier escorting pupils to transport for swimming.

Holden Clough (Undated response)

Problems caused by parental parking - no crossing patrol - Pupils cannot cross road safely. The Head has suggested narrowing St. Alban's Ave, and would like any other practicable measures.

Littlemoss High (Response dated 12/09/02)

Problems are caused by, narrow footpaths; Bus timetables; no dedicated bus service; positioning of bus stops; lack of a crossing; speeding cars and parking on pavement.

(N.B. The road safety section have reviewed the situation outside Littlemoss school and found it impractical for a crossing patrol due to the position of the bus stops and the behaviour/ spread of

where the pupils cross. The review was carried out "some time ago" by the previous head, police, GMPTE, Traffic Management and the Road Safety section)

Longdendale High (Response dated 16/08/2002)

The traffic through Hollingworth is very heavy and therefore slow. Speeding traffic is not a problem - there is a crossing patrol and traffic calming on the drive of the school. The school is concerned, however, that due to the density of traffic, pupils are unable to cycle to school. The provision of more cycle friendly routes to the school would be welcomed.

Mossley Hollins High (Response dated 04/09/2002)

Deeply concerned that the traffic calming measures are not being policed. Evidence suggests that there is little difference to either speed of vehicles passing school or parking arrangements. The Head has suggested lowering the speed limit outside school in the hope that the accompanying extra road markings would be more effective.

St. James Primary (Response dated 05/09/2002)

Parental parking before and at home time causes problems. Parents even park on the zigzag lines and close to junctions. A crossing between the two school sites would be appreciated.

St. Mary's Primary (Response dated 30/07/2002)

Any traffic calming measures would be gratefully accepted. School now fronts onto a busy road and traffic speeds past, even on nearby zebra crossing.

St. Raphael's Primary (Response dated 13/09/02)

Again, any traffic calming measures would be appreciated. Cars apparently drive too quickly on Huddersfield Road and a line of trees makes leaving the site hazardous.

St. Stephen's Primary (Response dated 13/09/2002)

The Head has expressed the wish to see appropriate measures taken to significantly reduce the speed of traffic around the school, suggesting that the speed limit should be reduced to 20 mph.