

## **Delegated Decision**

# **Proposed Local Safety Scheme – Wellyhole Street / Constantine Street, Waterhead (Lees) M0978 (Revision and update to Nov 2018 Report)**

Report of: Deputy Chief Executive – People and Place

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**22 July 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of Road Safety Measures in the form of a Traffic Calming Scheme along Wellyhole Street and Constantine Street in Waterhead, Lees. The measures in this report have been amended in light of further detailed design considerations and comments received from consultation.

### **Recommendation**

It is recommended that a Traffic Calming Scheme is introduced along this route comprising of a series of Road Humps (in the form of Speed Cushions and Tables) and improvements for non-motorised users where it crosses the Linear Path.

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**1 Background**

**General Conditions**

- 1.1 The Wellyhole Street / Constantine Street corridor extends for 1km in a north to south direction between the two crossroad junctions at Greenacres Road and A669 Lees Road respectively, some 2.5km east of Oldham Town Centre.
- 1.2 Currently this route provides two functions: (i) access to the wider local highway network for residential, commercial, light industrial and leisure road users from the main junctions / entry points along its frontages and (ii) a convenient short cut between the two principal routes to the east of Oldham Town Centre, namely, the A62 Huddersfield Road and the A669 Lees Road.
- 1.3 An environmental traffic calming scheme is currently in place on Constantine Street some 100m south of Manor Farm Rise in the form of a chicane. This was introduced in the mid 1990's to deter HGV's from the Greenacres Road residential area and subsequently access to the A62. A scheme location plan is included in **Appendix 1**.
- 1.4 The whole route has a speed limit of 30mph enforced by a system of street lighting and has a gentle north to south downhill gradient. There are no bus services in operation along Constantine Street or Wellyhole Street.
- 1.5 The whole Wellyhole Street and the majority of Constantine Street is generally 7.3m wide with 2m footways on either side. Towards the northern extent of the route, beyond the chicane, the road narrows along a left hand bend such that between Manor Farm Rise and Greenacres Road the road reduces in width to between 5.5 and 6m.
- 1.6 At present, the latest in a number of residential developments is taking place along the route with other planning applications to develop the light industrial areas anticipated in the near future all of which will lead to significant increases in motor vehicle, cyclist and pedestrian activity, along and across the corridor.

**Traffic Surveys**

- 1.7 Traffic Speed and Volume Data was collected in May / June 2017 at three locations along the route. This information is summarised below.

1.8

Site Ref	24hr Two-way Average Workday Flow	24hr Two-way Mean Speed	24hr Two-way 85 <sup>th</sup> ile Speed*	% above Speed Limit over 24hrs
LC 11	2739	33.8 mph	40.4 mph	45%
LC 10	2189	33.4 mph	39.6 mph	37%
LC 2	2411	21.3 mph	24.6 mph	0

1.9 The three surveys were positioned adjacent to existing lighting columns (LC), as follows:

LC 11 – Constantine Street 55m south of Farnborough Avenue

LC 10 – Wellyhole Street 90m south of Farnborough Avenue

LC 2 – Wellyhole Street, 50m north of Lees Road

1.10 Below is a brief commentary on the results of the survey:

- (i) The survey results correctly reflect the nature of traffic and nature of drivers using the route.
- (ii) Speeds are at an appropriate level at LC2 as they are what would be expected, on the approach to the Wellyhole Street / Lees Road junction.
- (iii) Although the data recorded at LC10 and LC11 is within the so called *Design Speed* for a highway with similar cross section and geometry, such speeds are not considered appropriate at these particular locations for the following two reasons:
  - Wellyhole Street and Constantine Street are becoming busier distributor routes, intended to provide additional access to significant levels of residential development and local public amenities. Consequently, it is highly likely that walking, cycling and horse riding will become more prevalent in the area.
  - As the route will continue to act as convenient link between the A62 and A669 corridors, it is essential that the speed violations and volume of through traffic is kept to an absolute minimum for road safety reasons.

### **Road Safety**

1.11 The Road Traffic Injury Collisions Database has been reviewed along the corridor for the combined length of Constantine Street and Wellyhole Street for the entire period Jan 1999 to June 2018.

1.12 During this period there have been a total of 7 injury collisions reported by the Police along the route. Below is a brief synopsis of these crashes along with a commentary of the road's overall Road Safety record:

- The collision rate of 7 crashes in over 19 years is relatively low when compared to other roads in the area of similar standard and function.

- Four out of the seven collisions took place between 1999 and 2005 and only one between 2006 and 2015. This could be attributed to the introduction and maintenance of improved traffic signs and road markings over 12 years ago.
- During the last two and a half years there have been two injury crashes: One involving a car in collision with a pedestrian and the other a single car, losing control and hitting a lighting column. Both of these incidents occurred outside of the area treated by the safety measures referred to above.

## **Justification**

- 1.13 Notwithstanding the relatively low injury collision rate, the results of the traffic surveys supported by site observations strongly suggest that, in light of the proposed residential development, traffic calming measures should be introduced along Wellyhole Street and Constantine Street to better control the speed and volume of traffic.

## **2 Options/Alternatives**

- 2.1 Effective traffic calming schemes rely upon the spacing of an optimum series of physical measures that introduce both horizontal and vertical deflection to vehicles and thereby encourage slower speeds. On some roads the existing geometries (eg narrow sections, bends) can be considered as physical features that compliment any additional measures.
- 2.2 The preferred option along Wellyhole Street / Constantine Street is to introduce such measures consisting of a Speed Table and pairs of Speed Cushions. It is intended that the preferred option will both slow down drivers that are accessing the area and deter those who are simply using the route as a timesaving shortcut. The benefit of such physical measures is that, correctly spaced, they will not rely on Police enforcement to guarantee slower speeds.
- 2.3 Alternatives to the installation of physical traffic calming measures can include the introduction of traffic signing and road marking schemes that may or may not involve the reduction of the existing speed limit. However, owing to the straight, wide alignment and gradient of the route it is highly unlikely that drivers will comply with such a scheme, particularly in the absence of any Police enforcement activity.
- 2.4 The alternative option of introducing additional traffic signage, enhanced road markings and a reduced speed limit is unlikely to result in any significant reductions in vehicle speeds or rat-running traffic.

### 3 Preferred (Updated) Option

3.1 Further to the recent advertisement in the press, posted on site and letters issued to residents it is proposed to slightly amend the affected listing of the locations and proposed features. The amended proposals are in response to further detailed engineering examination and from comments received in the recently undertaken consultation exercise.

#### 3.2 Amendment

1. Removal of the mini roundabout / junction plateau at the junction of Wellyhole Street / Walter Mills Way : further investigation revealed that this measure required substantial investment in terms of major civils alterations involved in raising the carriageway, associated drainage alterations and electrical connections to service highway signage. Concern was also expressed that a change in priority (Wellyhole Street northbound giving way to traffic exiting Walter Mills Way) may introduce more potential conflicts than currently exist.

3.3 In order to offset and mitigate the above, the speed cushions previously located 15m north of Farnborough Avenue will be relocated to a point 45m north of Farnborough Avenue.

The preferred option is to approve the introduction of a series of physical traffic calming measures as shown on drawing number **TM4/468/GA/2** attached and detailed in Schedule 1 and 2 at the end of this report.

### 4 Justification

4.1 The introduction of a series of physical traffic calming measures along a road of this standard and alignment will:

- (i) Significantly reduce the speed of traffic to an acceptable level within the posted speed limit and,
- (ii) Help maintain adequate levels of road safety for all road users.

### 5 Consultations

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

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

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

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

## 6 **Comments of Waterhead Ward Councillors**

6.1 The Ward Councillors have been consulted and no comments were received.

## 7 **Financial Implications**

7.1 The cost introducing the traffic calming, road safety measures is:-

	£
Highway works	60,000
Design and supervision fees	8,000
Advertising costs	2,000
Contingencies (10%)	6,800
<b>TOTAL</b>	<b><u>76,800</u></b>

7.2 The cost of the introduction of Road Safety Measures in the form of a Traffic Calming Scheme along Wellyhole Street and Constantine Street detailed above is £76,800.

7.3 Funding has been made available through the Transport Capital Programme within the Capital Programme.

(John Edisbury/Sadrul Alam)

## 8 **Legal Services Comments**

8.1 The Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals. (A Evans)

## 9 **Co-operative Agenda**

9.1 In respect of the proposed changes to Wellyhole Street and Constantine Street there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

## 10 **Human Resources Comments**

10.1 None.

## 11 **Risk Assessments**

11.1 None.

12 **IT Implications**

12.1 None.

13 **Property Implications**

13.1 None.

14 **Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 Energy – Nil.

15.2 Transport – Will reduce the number and severity of road traffic collisions and improve the environment so as to encourage more sustainable modes of transport for example walking and cycling.

15.3 Pollution – lower vehicle speeds will result in fewer emissions.

15.4 Consumption and Use of Resources – In accordance with current specifications.

15.5 Built Environment – Minor alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The proposed changes will greatly improve highway safety for both motorists and pedestrians.

16 **Equality, community cohesion and crime implications**

16.1 Nil.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

## 20 Background Papers

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

## 21 Proposal

21.1 It is proposed to introduce a Traffic Calming Scheme along Constantine Street and Wellyhole Street to help improve and maintain Road Safety in the area in light of significant levels of residential development taking place either side of the route.

### **SCHEDULE 1**

#### Speed Cushion Pairs

Length 1.5m Width 1.65m Height 75mm

Road	Location
Wellyhole Street	74m north of Lees Road
Wellyhole Street	26m north of Leesbrook Park
Wellyhole Street	19m south of Glen Trading Estate entrance
Constantine Street	45m north of Farnborough Avenue
Constantine Street	75m north of Walter Mills Way
Constantine Street	155m north of Walter Mills Way
Constantine Street	225m north of Walter Mills Way

### **SCHEDULE 2**

#### Full Carriageway Width Speed Table

Height 75mm Ramp Gradient 1 in 15

Road 1	Road 2
Wellyhole Street	50m north of Glen Trading Estate entrance



**APPROVAL**

**Decision maker**

Signed   
Cabinet Member,  
Neighbourhood Services

Dated 22.07.19

**In consultation with**

Signed   
Director Of Environmental  
Services

Dated 22.07.19

# APPENDIX 1

## LOCATION PLAN – WELLYHOLE ST / CONSTANTINE ST





