



Oldham
Council

Delegated Decision

Crossley Housing Estate, Chadderton - Traffic Calming Scheme

Report of: Deputy Chief Executive – People and Place

Officer contact: Andrew Marsh, Traffic Engineer
Ext. 1958

24 July 2019

Purpose of Report

The purpose of this report is to seek approval for the introduction of Traffic Calming measures and a 20mph zone within the Crossley Housing Estate, Chadderton. The proposals are intended to improve road safety by reducing the speed of motorists who travel through the area.

Crossley Housing Estate is located to the north and west of Denton Lane and is bordered on the north by Crossley Playing Fields, Stockfield Road Industrial Estate and to the west by Christ Church C of E Junior and Infant School. It consists of a small residential network of shared access roads with limited through access.

The Traffic Calming measures discussed in this report have been specifically designed to reduce the risk of future traffic collisions and encourage drivers to drive well within the existing 30mph limit at speeds appropriate for the surrounding area.

Executive Summary

The area has recently been refurbished within the past 5 years. Since the completion of the works there have been numerous reports from Ward Members and local residents that motorists are driving at excessive speeds.

The Greater Manchester traffic accident database has been interrogated which has revealed there have been no injury accidents reported in the area within the past 5 years.

It is recommended that Traffic Calming measures are introduced along sections of road where speeds will be the highest namely, Kent Avenue and Petworth Road. The road geometry, sight lines and road lengths of the other estate roads are such that, they will themselves act as a traffic calming feature. This scheme has been specifically designed to reduce the risk of future traffic accidents and encourage drivers to drive at or around 20mph.

Recommendation

It is recommended that the proposals detailed in the schedules at the end of this report and shown on Drawing 1077076-0100-A-001 are approved for implementation.

Crossley Housing Estate, Chadderton - Traffic Calming Scheme

1 Background

- 1.1 Crossley Housing Estate consists of a network of single carriageway highways, namely Kent Avenue and Petworth Road, which have a speed limit of 30mph.
- 1.2 The area has recently been refurbished within the past 5 years. Since the completion of the works there have been numerous reports from Ward Members and local residents that motorists are driving at excessive speeds.
- 1.3 The Greater Manchester traffic accident database (GMAXI) has been interrogated which has revealed there have been no injury accidents reported in the area within the past 5 years.
- 1.4 In view of the speeding complaints received by the Council's Housing PFI Team they have requested and funded the provision of an environmental traffic calming scheme in the hope that the measures will encourage motorists to travel at speeds appropriate for a residential area.
- 1.5 The extent of the scheme is shown on drawing number 1077076-0100-A-001 and has been specifically designed to reduce the risk of future traffic accidents and encourage drivers to drive at or around 20mph.
- 1.6 The measures will be funded from the Council's Local Transport Plan and introduced during the 2018/2019 financial year.
- 1.7 The cost of these proposals represent Capital expenditure and will be a charge against the R20100 51302 A001 with a budget of £30,000 funded from the current three year (Transport) Capital Programme.
- 1.8 A breakdown of the estimated cost of the works is shown below:

<u>Cost of Works</u>	<u>Amount (£)</u>
Construction Costs (including 5% Contingency)	12,048
Consultation, design and site Supervision Fees	8,635
Statutory Advertising	600
Total	21,283

2 Background

- 2.1 Crossley Housing Estate consists of a compact network of single carriageway highways, including Kent Avenue and Petworth Road, all of which have a speed limit of 30mph. The residential estate is provided with a public 'Playing Fields' to the north, various shops and a purpose built community centre.

2.2 The area has recently been refurbished within the past 5 years. It now has a number of areas of shared use with the provision of road level kerbs to delineate the pedestrian and car parking areas and build-outs into the road space.

2.3 There are no buses operating on Crosley Housing Estate.

2.4 Currently there are no Traffic Regulation Orders in place within the study area.

3 Traffic Surveys

3.1 Traffic flow and speed survey data has been collected during November 2018 on Petworth Road and Kent Avenue and is summarised below and overleaf:

Table 1 – Traffic Link Count and Speed Survey – Site 1

Petworth Road Site - LC8			
Number of Vehicles		Eastbound	Westbound
		Morning Peak (Starting 8 am)	Workday - 22
	7 day - 18		7 day - 17
	Evening Peak (Starting 5 pm)	Workday - 26	Workday - 37
7 day - 23		7 day - 32	
Traffic Speed	Average	Workdays - 19.2 mph	Workdays - 20.1 mph
		7 days - 19.8 mph	7 days - 20.3 mph
	85 th percentile	Workdays - 23.8 mph	Workdays - 23.9 mph
		7 days - 24.4 mph	7 days - 24.2 mph
Summary (7 days)			
Average speed – all lanes		20.9 mph	
% > speed limit		5.5 %	
% > Enforcement Threshold		1.2 %	

Table 2 – Traffic Link Count and Speed Survey – Site 2

Petworth Road Site – LC15				
Number of Vehicles		Eastbound	Westbound	
	Morning Peak (Starting 8 am)		Workday - 16	Workday - 19
			7 day - 12	7 day - 15
	Evening Peak (Starting 5 pm)		Workday - 18	Workday - 29
		7 day - 17	7 day - 25	
Traffic Speed	Average	Workdays – 15.6 mph	Workdays – 16.3 mph	
		7 days – 15.6 mph	7 days – 16.6 mph	
	85 th percentile	Workdays – 18.9 mph	Workdays – 19.6 mph	
		7 days – 18.8 mph	7 days – 19.8 mph	
Summary (7 days)				
Average speed – all lanes		17.6 mph		
% > speed limit		0.7 %		
% > Enforcement Threshold		0.1 %		

Table 3 – Traffic Link Count and Speed Survey – Site 3

Kent Avenue – (Tree opposite LC5)				
Number of Vehicles		Eastbound	Westbound	
	Morning Peak (Starting 8 am)		Workday - 54	Workday - 45
			7 day - 40	7 day - 33
	Evening Peak (Starting 5 pm)		Workday - 57	Workday - 49
		7 day - 46	7 day - 40	
Traffic Speed	Average	Workdays – 14.7 mph	Workdays – 16.5 mph	
		7 days – 14.8 mph	7 days – 16.6 mph	
	85 th percentile	Workdays – 18.5 mph	Workdays – 21 mph	
		7 days – 18.6 mph	7 days – 21.1 mph	
Summary (7 days)				
Average speed – all lanes		16.5 mph		
% > speed limit		2 %		
% > Enforcement Threshold		0.9 %		

Note

- * AWT – Average Workday Traffic (24hr)
- ** The Mean Speed denotes the 5 day average speed of vehicles
- *** The 85th Percentile speed is the speed which 85% of all vehicles are travelling at or below, over a 5 day average.

3.2 Speed Data Analysis indicates that there is not a problem with vehicles exceeding the legal speed limit. However, although the recorded speed averages and 85%tile speed first appear to be reasonable, the roads on the estate are generally narrow and during daytime and evening there is likely to be a high frequency of pedestrian movements, including children. Such speeds, in close proximity to pedestrians will not be conducive to frequent and safe use of the shared spaces on the estate.

4 **Proposals and Justification (See Drg No 1077076-0100-A-001)**

4.1 The Proposed Scheme involves:

- The installation of 1 pair of Speed Cushions along Kent Avenue (see **Schedule 1**);
- The installation of 3 speed tables on Petworth Road (see **Schedule 2**);
- The implementation of a 20mph zone throughout the Crossley Housing Estate. (see **Schedule 3**)

4.2 The proposals are intended to reduce the average speed of traffic and thereby improve safety for all road users of the route.

4.3 It is intended that the combination of these measures will reduce average speeds along Petworth Road / Kent Avenue to or around 20mph.

4.4 Owing to the residential nature of the surroundings the proposals have been developed to minimise environmental impact.

4.5 The nature and alignment of the existing road network in the estate means that traffic calming features have only been proposed on the easterly and westerly sections. The northerly and southerly sections of Kent Avenue contain numerous narrow bends which are natural speed reducing measures.

6 **Options/Alternatives**

6.1 Option 1: Introduce physical Traffic Calming Measures in the form of 1 set of Cushions on Kent Avenue and 3 speed tables on Petworth Road and introduce a 20mph zone throughout the Crossley Housing Estate.

6.2 The estimated total cost of Option 1 is £21,283 with Captial code of R20100 51302 A001.

6.3 Option 2: Do nothing and let the higher traffic speeds continue.

7 Preferred Option

7.1 The preferred option to approve is Option 1.

8 Consultations

8.1 G.M.P. View - The Chief Constable has been consulted and supports this proposal.

8.2 GMP also stated: further engineering measures to be requested if high speed complaints continue; one such measure is the installation of pedestrian bollards on Glenby Way and Ashford Walk. This would prevent motorists from 'straightening' their driving line across the footways hence protecting pedestrians using this section of carriageway. Also it would force motorists to use the 'chicane' sections of the road and reducing their speeds further.

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

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

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

9 Comments of the Ward Councillors

9.1 The Ward Councillors have been consulted and Councillor E Taylor supports the proposal.

9.2 Councillor C McLaren has commented, there have been a number of occasions when a collision between vehicles has been narrowly avoided due to excessive speed when approaching blind corners on Kent Avenue and Petworth Road (especially on Petworth Road). The proposal, therefore, to introduce speed cushions to encourage motorists to drive at a reduced speed is to be welcomed.

10 Financial Implications

Capital Implications

10.1 The measures will be carried out through the Council's Local Transport Plan and introduced during the 2019/2020 financial year.

10.2 The total cost as detailed below will be funded by a Revenue Contribution to Capital Outlay (RCCO) from the Housing Revenue Account (HRA).

10.3 A breakdown of the estimated cost of the works is shown below:

<u>Cost of Works</u>	<u>Amount (£)</u>
Construction Costs (including 5% Contingency)	12,048
Consultation, design and site Supervision Fees	8,635
Statutory Advertising	<u>600</u>
Total	21,283

Revenue Implications

10.4 The annual maintenance costs of the traffic signs estimated at £500 and will be funded from within the Highway Operations Council revenue budget. (David Leach)

11 **Legal Services Comments**

11.1 In relation to the proposed speed cushions/tables, 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.

11.2 In relation to the proposed 20 mph zone, the speed limit regime enables traffic authorities to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit.

11.3 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)

12 Co-operative Agenda

12.1 In respect of highway safety improvements there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

13 Human Resources Comments

12.1 None.

13 Risk Assessments

13.1 None.

14 IT Implications

14.1 None.

15 Property Implications

15.1 None.

16 Procurement Implications

16.1 None.

17 Environmental and Health & Safety Implications

17.1 Energy – None.

17.2 Transport – None.

17.3 Pollution – None.

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

17.5 Built Environment – Alteration to visual appearance of area.

17.6 Natural Environment – None.

17.7 Health and Safety – The provision of traffic calming measures within the Crossley Estate will create a safe environment for all road users.

18 Equality, community cohesion and crime implications

18.1 The scheme would have the effect of improving community cohesion.

19 **Equality Impact Assessment Completed?**

19.1 No.

20 **Key Decision**

20.1 No.

21 **Key Decision Reference**

21.1 Not applicable.

22 **Background Papers**

22.1 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.

23 **Proposal**

23.1 It is proposed that traffic calming measures and a 20mph zone be introduced in accordance with the following schedules.

Schedule 1

1x set of Speed Cushions

Length 3.6 metres, Width 1.7 metres, Height 75mm Gradient 1 in15

<u>Road</u>	<u>Location</u>
Kent Avenue	Located 85 metres west of its junction with Denton Lane

Schedule 2

3 x Speed Tables

Length 8.25 metres, Ramp Length 1.125m, Height 75mm, Gradient 1 in 15

<u>Road</u>	<u>Location</u>
Petworth Road	The centre point located 22 metres west of its junction with Walsh Street
Petworth Road	The centre point located 150 metres west of its junction with Walsh Street
Petworth Road	The centre point located 265 metres west of its junction with Walsh Street

Schedule 3

20 mph Zone

Road	Description
Kent Avenue	Its whole length
Glenby Way	Its whole length
Ashford walk	Its whole length
Rowne Walk	Its whole length
Magnet Court	Its whole length
Sandgate Road	Its whole length
Petworth Road	Its whole length
Rainham Way	Its whole length
Rye Walk	Its whole length

APPROVAL

Decision maker



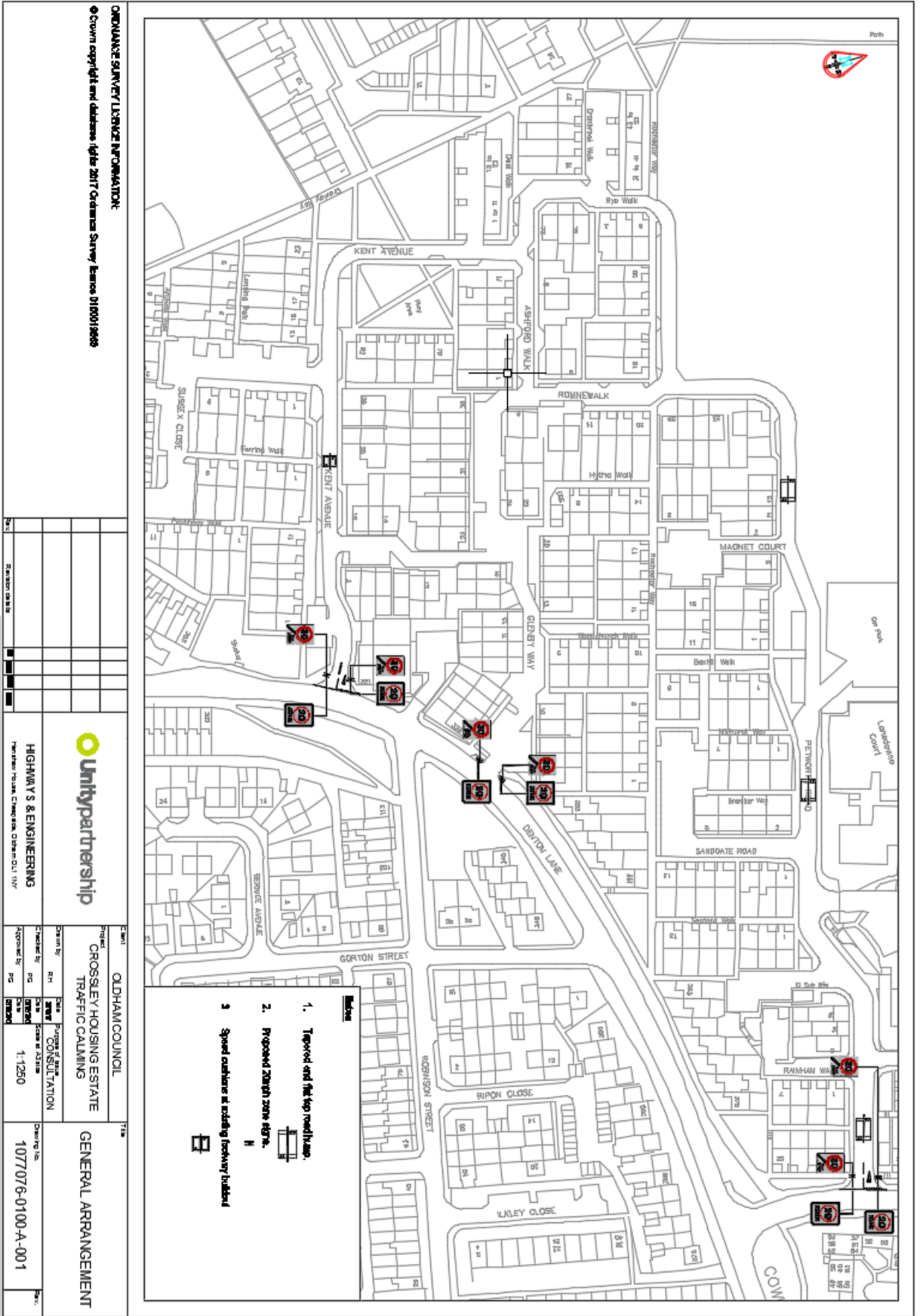
Signed
Cabinet Member,
Neighbourhood Services

Dated 25th July 2019

In consultation with

Signed: 
Director Of Environmental
Services

Dated: 25 July 2019



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T1001 PROJECTS\1077076 Crossley Housing Estate Traffic Calming\11 Working Documents\01 Design Stage\06 Drawings\1077076-0100-A-001 GeneralArrangement.dwg



HIGHWAY'S & ENGINEERING
 1077076 Crossley Housing Estate Traffic Calming

Client:	OLDHAM COUNCIL
Project:	CROSLEY HOUSING ESTATE TRAFFIC CALMING
Drawn by:	SAJ
Checked by:	SAJ
Approved by:	SAJ
Date:	1-1-2020
Scale:	1:1250
Drawn No.:	1077076-0100-A-001
Project No.:	

GENERAL ARRANGEMENT

- Notes**
1. Topred and flat top roadhump.
 2. Proposed 20mph zone 407m.
 3. Speed cameras at existing footway humps.