

Delegated Decision

Proposed Local Safety Scheme – Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street, (St James Ward), Oldham M0979

Report of: Deputy Chief Executive – People and Place

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25 November 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 Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street in Oldham (St James Ward).

Recommendation

It is recommended that a Traffic Calming Scheme is introduced along sections of Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street comprising of a series of vertical deflections (in the form of Speed Cushions, Road Hump and Speed Table) and improvements to the existing mini-roundabout including improvements for non-motorised users where appropriate.

Waiting restrictions are also proposed at the junctions of Derker Street / Yates Street and Stoneleigh Street / Prince Charlie Street to improve visibility for vehicles exiting from the side road junctions.

Proposed Local Safety Scheme – Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street (St James Ward), Oldham. M0979

1 Background

General Conditions

- 1.1 Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street are single carriageway, all-purpose, adopted urban highways. Each one serves as a distributor route for the local community and together form a mini-roundabout crossroads junction some 1.5km east of Oldham Centre. A General Location plan is attached in Appendix 1.
- 1.2 For its most part, London Road, which runs north to south direction, is residential on both sides whilst Derker Street, running east to west, is residential to the north and light industrial to the south. Barry Street, which runs north to south has light industrial units to both sides. Prince Charlie Street (between Vulcan Street and Derker Street) is residential and open space on the north west side, light industrial on the south east side.
- 1.3 As well as providing access to the St James Ward, Derker Street often acts as a secondary, parallel route for drivers to and from the Town Centre, particularly when there is congestion at weekday peak periods along the A62 Huddersfield Road. This activity is clearly reflected in the traffic survey data discussed below.
- 1.4 All the above roads have footways on each side and a 30mph Speed Limit enforced by a system of street lighting. Derker Street has a wider cross section than London Road and as a consequence often attracts greater vehicle speeds, particularly during off-peak times and early evening.
- 1.5 In recent years there has been a significant amount of housing regeneration along Derker Street and London Road where existing terraced properties have been replaced by modern town houses. The Council plans to continue to provide improved housing in the area which is likely to result in an increase in vehicle, cyclist and pedestrian activity throughout Derker in years to come.
- 1.6 One bus route passes through the area, the number 81/81A operated by First Manchester and Stagecoach, which travels along London Road and Barry Street, passing over the existing mini roundabout.

2 Traffic Surveys

- 2.1 Traffic Speed and Volume Data was collected in February 2017 on Derker Street. This information is summarised below and included in full in Appendix 2.

2.2 Traffic Speed and Volume Data

Site Ref	Direction	24hr Average Workday Flow	24hr Mean Speed	24hr 85 th %ile Speed*	Maximum weekend speed
LC 17	Eastbound	3767	26.4	30.2	56.6
LC 17	Westbound	4165	26.6	30.7	59.8

2.3 The survey was carried out adjacent to lighting column LC 17 on Derker Street between house numbers 29 and 31.

2.4 The traffic survey correctly reflects the current characteristics of Derker Street as an urban distributor road and clearly demonstrates that traffic speeds increase during early evening, overnight and at weekends as volumes decrease.

2.5 During workdays, AM and PM peak traffic flows are significantly higher than at equivalent times during the weekend.

2.6 Although the vast majority of drivers are travelling at or below the posted speed limit for most parts of the day, the survey indicates that inappropriate speeding takes place by a minority during off-peak periods and over the weekend. On some occasions, drivers were recorded at travelling over 55mph.

3 Road Safety

3.1 The Road Traffic Injury Collisions Database has been reviewed in the Derker Street / London Road /Barry Street area. A plot of these collisions is included in Appendix 3.

3.2 During a recent five year period there have been a total of 10 injury collisions recorded by the Police. Below is a brief synopsis of these crashes along with a commentary of the road's overall Road Safety record:

- Seven (70%) of the injury collisions occurred at the Derker Street / London Road mini-roundabout
- Four of the seven collisions at the roundabout involved two-wheeled vehicles, (three pedal cycles and one motorcycle)
- Two collisions took place on Derker Street between Argyle Street and Wood Street involving vehicles turning into the side roads
- One collision involved a five year old pedestrian crossing Acre Lane, 13m north of Derker Street

3.3 The frequency of the injury collisions at the mini-roundabout is a serious cause for concern as is the high proportion of incidents involving pedal cyclists.

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.

Notwithstanding the fact that the majority of motorists are travelling within the speed limit, the higher speeds that have been recorded are of concern and considered wholly inappropriate along Derker Street for the following reasons:

- (i) Derker Street and London Road are becoming busier distributor routes, intended to provide additional access to new residential development and local public amenities. Consequently, it is highly likely that walking, cycling and other recreational activities will become more prevalent in the area.
- (ii) As the route will continue to act for many as a convenient link between the A62 and east of Oldham Town Centre, it is essential that the speed violations and volume of through traffic is kept to an absolute minimum for road safety reasons.
- (iii) The five year collision rate at the mini-roundabout junction.

4.2 Following representations concerning poor visibility caused by parked vehicles at the London Road / Yates Street junction and Stoneleigh Street / Prince Charlie Street junctions, waiting restrictions are proposed as shown on drawing number TM4 / 466 / TR01 and TM4 / 466 /TR02 (Appendix 5).

5 **Options/Alternatives**

5.1 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.

5.2 The preferred option along Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street is to introduce such measures consisting of a Speed Table, Road Hump, pairs of Speed Cushions and improved warning signage changes to the existing mini-roundabout. 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.

5.3 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.

5.4 Consequently, the alternative option of solely 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.

6 Preferred Option

6.1 The preferred option is to approve the introduction of a series of physical traffic calming and waiting restriction measures as shown on Sheets 1,2 and 3 - drawing numbers N0210022-0100-A-0101, N0210022-0100-A-0102 and N0210022-0100-A-0103 in Appendix 4 and detailed in Schedules 1 to 5 at the end of this report.

7 Consultations

7.1 G.M.P. View - The Chief Constable has been consulted and supports this proposal, requesting that measures are introduced at the Derker Street / London Road mini roundabout. This has been addressed in the latest proposals.

7.2 T.f.G.M. View - The Director General has been consulted and recommends that the traffic calming measures be made bus friendly ie with gentle ramp gradients. The proposed scheme adheres to this request.

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

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

8 Comments of St James Ward Councillors

8.1 The Ward Councillors have been consulted as part of the process – It was requested that Officers incorporate additional traffic calming proposals along Prince Charlie Street – on the basis that the section between Vulcan Street and Derker Street is used as a short cut and traffic speeds are inappropriately high in a residential area.

8.2 Councillor A Cosgrove supports the proposal as the calming measures will make the area safer for drivers, pedestrians and cyclists.

9 Financial Implications

9.1 The cost of introducing the traffic calming road safety measures are:-

	£
Highway Works	74,800
Contract Management & site supervision	5,000
Design and Consultation Fees	10,000
Contingencies (10%)	5,000
Advertising	1,200
TOTAL	<u>96,000</u>

The cost of the advertising is estimated at £1,200 and will be revenue expenditure and met from within the existing Highways budget.

The remaining cost of the works (£95k) will be Capital expenditure and will be funded from within the £96k budget allocated for this scheme within the Transport Capital Programme.

(John Edisbury)

10 Legal Services Comments

10.1 Under section 39 of the Road Traffic Act 1988, the Council must prepare and carry out a programme of measures designed to promote road safety and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies. The Council must also carry out studies into accidents arising out of the use of vehicles on roads within its area and must in the light of those studies, take such measures as appear to the Council to be appropriate to prevent such accidents, including the construction, improvement, maintenance or repair of roads and other measures for controlling, protecting or assisting the movement of traffic on roads.

10.2 In relation to the proposed speed humps, 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.

10.3 In relation to the proposed Traffic Regulation Order, the Council must be satisfied that it is expedient to make the 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 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.

10.4 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)

11 **Co-operative Agenda**

11.1 In respect of the proposed changes to Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie Street, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

12 **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 – Nil.

17.2 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.

- 17.3 Pollution – lower vehicle speeds will result in fewer emissions.
- 17.4 Consumption and Use of Resources – In accordance with current specifications.
- 17.5 Built Environment – Minor alteration to visual appearance of area.
- 17.6 Natural Environment – Nil.
- 17.7 Health and Safety – The proposed changes will greatly improve highway safety for both motorists and pedestrians.

18 Equality, community cohesion and crime implications

- 18.1 Will reduce the number and severity of road traffic collisions and improve the environment so as to encourage more sustainable modes of transport.

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 Appendices

- Appendix 1 – General Location Plan
- Appendix 2 – Traffic Survey Data
- Appendix 3 – Road Traffic Collision Data
- Appendix 4 – Proposed Plans
- Appendix 5 – Proposed Waiting Restrictions

24 Proposals

- 24.1 It is proposed to introduce a Traffic Calming Scheme along Derker Street, Arnold Street, London Road, Barry Street and Prince Charlie 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. The measures proposed are detailed in the following schedules and drawing numbers N0210022-0100-A-0101, N0210022-0100-A-0102 and N0210022-0100-A-0103.
- 24.2 In conjunction with the above proposals, the local Councillors have requested that waiting restrictions be proposed at the London Road / Yates Street junction and Stoneleigh Road and Prince Charlie Street - to improve visibility as a result of parked vehicles creating a safety hazard, Schedule 5 refers.
- 24.3 In order to facilitate and promote safer turning manoeuvres, a right turning lane from Derker Street into Cromford Street is being considered within this scheme.

SCHEDULE 1

Speed Cushion Pairs

Length 2.0m, Width 1.65m, Height 75mm, Ramp Gradient 1 in 15

Road	Location
1. Derker Street	40m west of Acre Lane
2. Derker Street	15m east of Acre Lane
3. Derker Street	36m west of Miles Street
4. Derker Street	28m east of Stoneleigh Street
5. Derker Street	76m east of Stoneleigh Street
6. London Road	68m north of Derker Street
7. London Road	132m north of Derker Street
8. Barry Street	30m south of Derker Street
9. Barry Street	139m south of Derker Street
10. Prince Charlie Street	30m south of Vulcan Street
11. Prince Charlie Street	10m north of Flint Street
12. Prince Charlie Street	10m north of Granite Street

SCHEDULE 2

Speed Cushion Triples

Length 2.0m, Width 1.65m, Height, 75mm Ramp Gradient 1 in 15

Road	Location
1. Derker Street	10m west of Argyle Street

SCHEDULE 3

Full Carriageway Width Speed Table

Height 75mm, Ramp Gradient 1 in 15

Road	Location
1. Derker Street	30m west of Stoneleigh Street

SCHEDULE 4

Road Hump

Height 75mm, Ramp Gradient 1 in 15

Road	Location
1. Arnold Street	35m west of Derker Street

SCHEDULE 5

Proposed No Waiting at any Time

Derker Street / Yates Street (Dwg. No. TM4/466/TRO1)

Stoneleigh Street / Prince Charlie Street (Dwg No. TM4/466/TR02)

Add

Waiting Restrictions

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003

Add to Part 1 Schedule 1

Yates Street (North side)	From its junction with London Road for a distance of 18 metres in a westerly direction and 5 metres in an easterly direction	At any time
Yates Street (South side)	From its junction with London Road for a distance of 16 metres in a westerly direction and 5 metres in an easterly direction	At any time
London Road (West side)	From its junction with Yates Street for a distance of 15 metres in a northerly direction and 18 metres in a southerly direction	At any time
London Road (East side)	From its junction with Yates Street for a distance of 30 metres in a northerly and southerly direction	At any time
Stoneleigh Street (both sides)	From its junction with Prince Charlie Street for a distance of 10 metres in a north westerly direction	At any time
Prince Charlie Street (north west side)	From its junction with Stoneleigh Street for a distance of 10 metres in a north easterly and south westerly direction	At any time

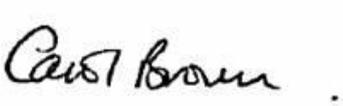
APPROVAL

Decision maker

Signed 
Cabinet Member,
Environmental Services

Dated: 26th November 2019

In consultation with

Signed 
Director Of Environmental
Services

Dated 26 November 2019

APPENDIX 1 – General Location plan



APPENDIX 2

Traffic Survey – Derker Street

	Direction of Travel	
	East	West
	Vehicles	
Morning Peak (Start – 8am)	Workday - 211	Workday - 431
	7 Day - 164	7 Day - 338
	Vehicles	
Evening Peak (Start – 5am)	Workday - 559	Workday - 224
	7 Day - 451	7 Day - 208
	mph	
Mean speed of traffic	Workday – 27.3	Workday – 27.2
	7 Day – 27.5	7 Day – 27.5
	mph	
85 th percentile speed of traffic	Workday – 31.7	Workday – 31.5
	7 Day – 31.8	7 Day – 31.7

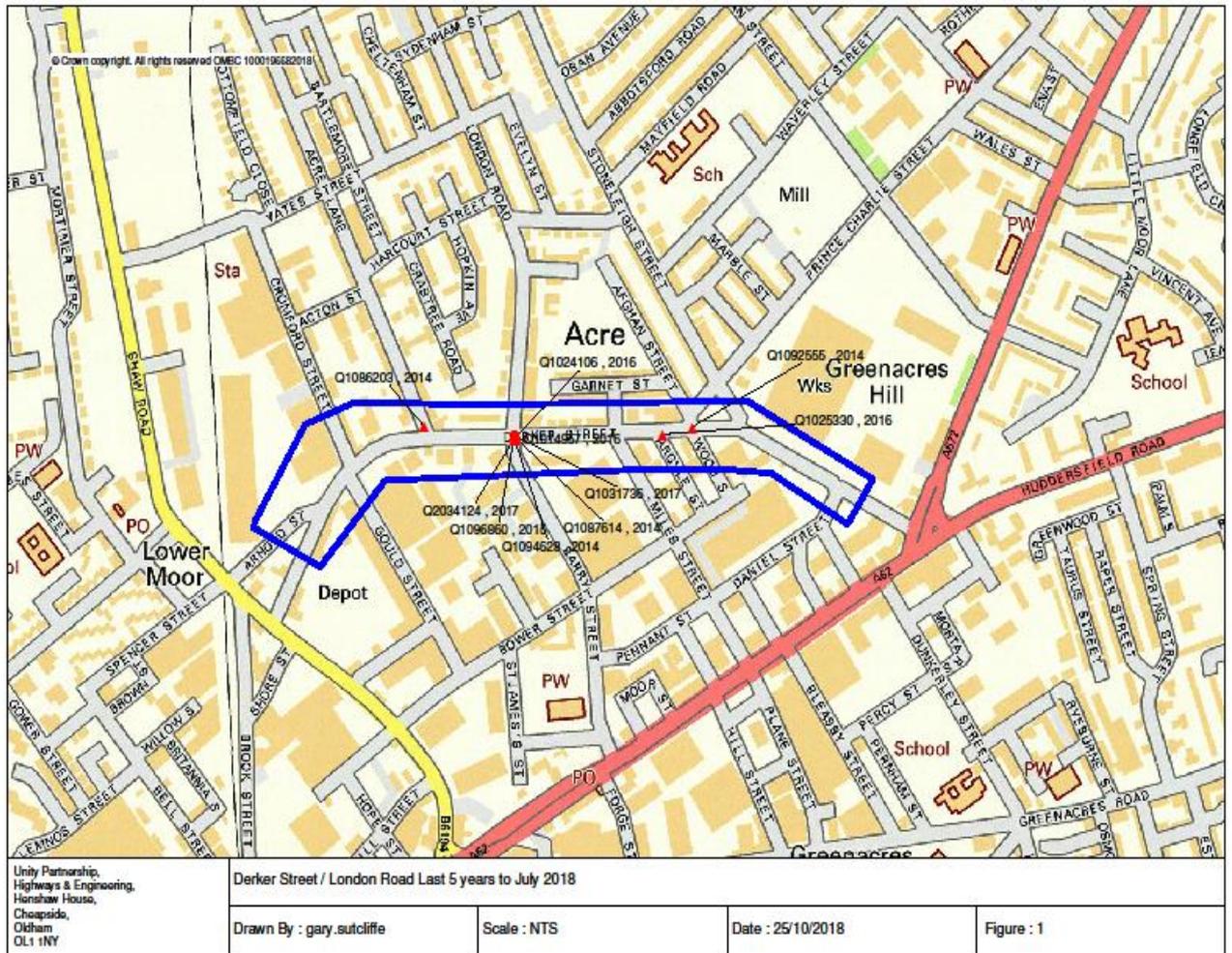
Notes

Average speed – All directions (7 days) – 27.4 mph

%>Speed Limit – 25.2%

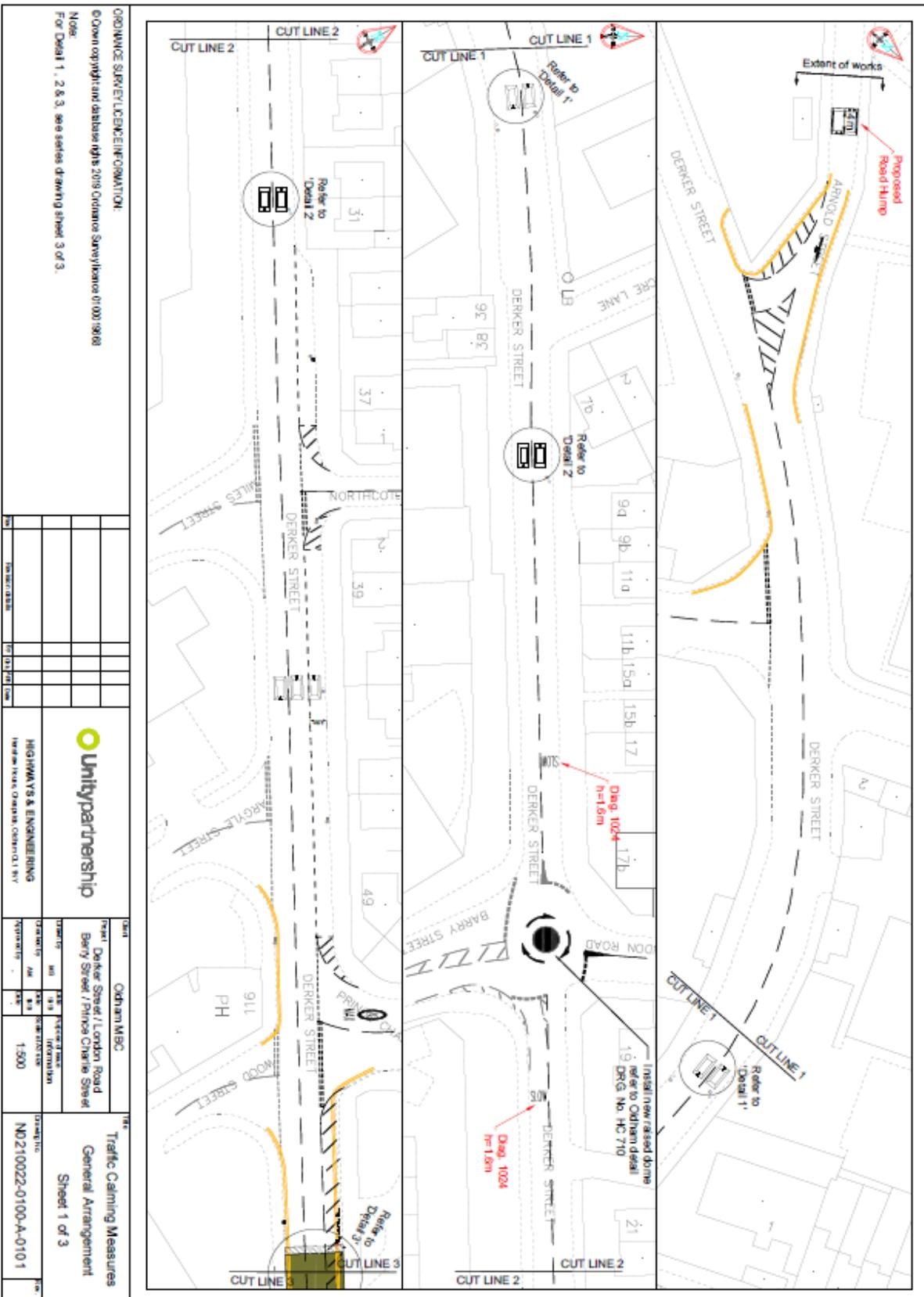
%> Enforcement Threshold - 5.8%

APPENDIX 3



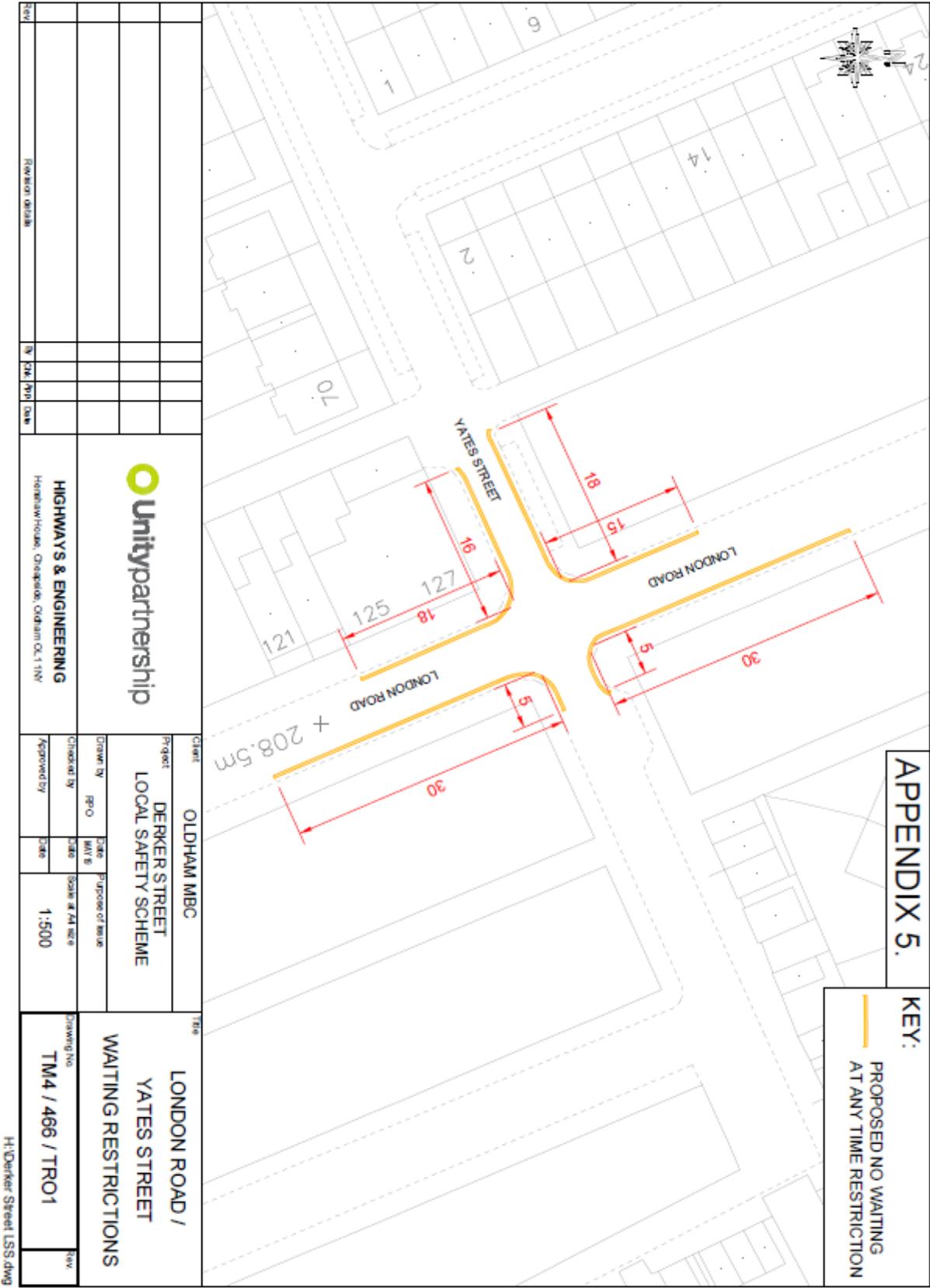
APPENDIX 4

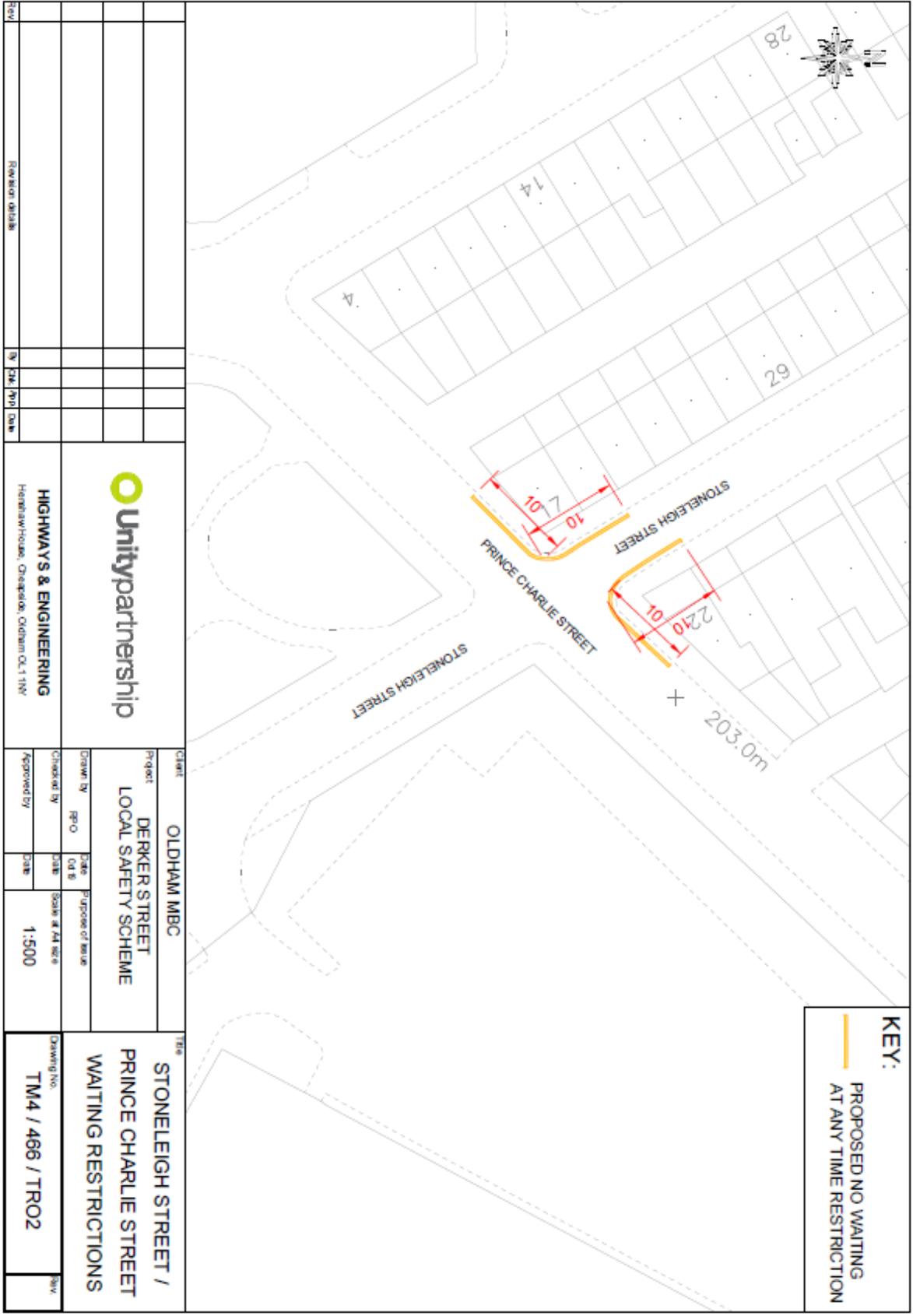
Traffic Calming Proposal Plans 1 of 3



APPENDIX 5

Proposed Waiting Restrictions – London Road / Yates Street





REV	Revisions details	By	CHK	APP	Date
HIGHWAYS & ENGINEERING Hemel Hempstead, Chesham, Oxidham, CL1 1TW					
Client		OLDHAM MBC			
Project		DERKER STREET LOCAL SAFETY SCHEME			
Drawn by	Scale	Drawn of	Scale of A1 size	Scale of A1 size	
ppo	1:500				
Checked by	Date				
Approved by	Date				
Title		STONELEIGH STREET / PRINCE CHARLIE STREET WAITING RESTRICTIONS			
Drawing No.		TM4 / 466 / TRO2			
		H:\Prince Charlie Street LSS.dwg			