

BRIEFING TO THE FAILSWORTH & HOLLINWOOD DISTRICT EXECUTIVE

Highways & Engineering Service Update

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Purpose of Report

To provide the District Executive with an update on issues raised by Councillors and members of the public and to give an overview of the current activity in Highways.

1 UPDATE ON ISSUES RAISED AT PREVIOUS MEETINGS

The following issues have been raised by members (feedback in *italics*):

- 1.1 The Cabinet Member for Housing, Transport and Planning was looking to develop a strategy to deal with potholes and a feedback mechanism. *Ongoing*

2 UPDATE ON PROGRAMMES OF WORK

2.1 Highways Investment Programme 2013/14

- 2.1.1 A6104 Hollins Road - resurfacing complete (lining awaiting completion of major gas works expected to end Dec 14)

2.2 DP Schemes

2.2.1 Failsworth East

Norman Street, Wesley Street & Minor Street footway slurry seal programmed to be completed by end July 2014

2.2.2 Failsworth West

Dean Street Carriageway Resurfacing to be completed in the school holidays 2014. LTP funding is being used to part-fund the scheme.

2.2.3 Hollinwood

Byron Street Carriageway Resurfacing to be completed in the school holidays 2014. LTP funding is being used to part-fund the scheme.

2.3 LTP

- 2.3.1 Unity Partnership is assisting the Council in developing "Oldham Gateway" proposals along the A62 Corridor. Options under consideration include Parking Lay-bys and central Boulevards.

The detailed design of this work is underway. Following this, the scheme will be prepared for Tendering. As this work is situated along the length of the A62 that is currently the site of British Gas activities, the Boulevarding / Lay-by improvement scheme will progress as soon as the gas main has been replaced.

Update Jan-14: The A62 scheme is currently out to tender. The scheme is programmed to commence during Feb 2014 and has a projected completion date of May 2014.

Update Mar-14: The A62 scheme is at the 'intention to award' stage of the tender process. The successful tender is within budget. The anticipated start date is March 2014 and has a projected completion date of July 2014. The revised date is to compensate for the potential statutory undertakers equipment diversion works.

Update Jun-14: The A62 highway civil's scheme is mid-way through its construction period. Please find a detailed briefing note explaining the scheme attached.

2.3.2 Investigations progressing into the Residents Parking Scheme along Wrigley Head.

The existing residents parking scheme along Wrigley Head will be amended slightly to introduce additional dual function spaces. Dual function spaces can be used for an unlimited period of time by permit holders but non permit holders are subject to a maximum stay of 3 hours. The hackney carriage stand on Wrigley Head is also being removed as part of this proposal.

Update January 2014: An objection has been received to the scheme which will be considered by the Council's Traffic Regulation Order Panel at their meeting on 10 March 2014.

Update June 2014: Due to personal circumstances of the Ward Members that sit on the TRO panel, the March meeting had to be postponed. This matter will now be considered at the Meeting on 23 June 2014

2.3.3 A request has been received into the investigation of Brookdale Street through traffic issues.

The Traffic team has been asked, via the District Co-ordinator, to look for a solution that will prevent HGVs travelling past the residential properties on Brookdale Street, which can be accessed via Beresford Street. A pinch-point has been suggested by Ward Councillors. The advice given to the District Co-ordinator is as follows:

When you refer to a pinch point I presume you mean a 6' 6" width restriction which would allow normal traffic to drive along the street, but anything greater in width than 6' 6" would be prevented 'through' access. This type of restriction has recently been estimated for a street in Chadderton and, due to the type of kerbing and illuminated signing requirements, they are expensive to introduce. The scheme in Chadderton has been estimated at £25,000; a width restriction within Brookdale Street would be a slightly different design to the one in Chadderton costs could be expected to be £10-15k.

The other alternative would be to introduce a Prohibition of Driving Order which would prevent any motorist from driving the full length of the street; a prohibition of driving order would see an island built in the middle of the road with the provision of 3 bollards to prevent vehicles from mounting and driving over the area. This arrangement is indicated on the attached drawing. It would also be necessary to erect a 'no through road' sign at each end of the street and erect temporary signs for a period of 6 months to advise highway users the road layout has changed. The cost of providing all these measures would be in the region of £3,000.

However, when introducing this type of measure it is normal practice to ensure a turning head facility is provided on both sides of the island area. The street will be effectively split into two culs-de-sac and vehicles need to be able to turn round to exit the street in a forward gear; unfortunately, it is not possible to provide this facility along Brookdale

Street. Having said that, looking at the surrounding streets in the area, none seem to have turning head provision. It is therefore suggested that if the councillors want to pursue the introduction of a prohibition of driving order a consultation should take place with local businesses and the refuse collection service to determine if a lack of turning head would cause them a problem.

Before the above can be introduced a legal order would have to be successfully processed; part of this process includes consulting with the emergency services, who may not be in favour of this type of restriction being introduced due to the difficulty it would cause them for access in an emergency.

Update January 2014: The District Executive comments are required for insertion into the Mod. Gov. report. Once the comments have been received the report can be submitted for delegated approval. The report is attached at the end of this report

Update March 2014: the report has been forwarded for delegated approval. Once approval has been granted the details of the scheme will be forwarded to the legal team for Advertisement. The advertisement period is 28 days. If no objections are received then arrangements can be made to have the scheme introduced; if objections are received they will have to be considered by the Council's Traffic Regulation Order Panel.

Update June 2014: The Legal order has been advertised and no objections have been received; arrangements are therefore being made to have to works completed on site.

- 2.3.4 Traffic regulation Orders are progressing at the South Failsworth Primary School. The associated School Safety Zone is awaiting LTP settlement.

Update June 2014 Detailed Design is complete and job is now out for pricing.

- 2.3.5 Local Sustainable Travel Fund (LSTF) targeted at cycle tracks along Hollinwood Avenue from Rochdale Canal to the A62

Update June 2014 Detailed Design is complete and job is now out for pricing. Due to start construction within the next six weeks.

- 2.3.6 The Traffic Team has been asked by Ward Councillors to investigate the removal waiting restrictions from Albert Street West, Failsworth to assist residents in being able to park nearer to their properties. The report which considers this is attached at the end of this report and requires District Executive comments before it can be forwarded for delegated approval.

Update March 2014: the proposal has now received delegated approval and has been forwarded to the Legal Team for advertisement. The advertisement period commenced on Friday 28 February for a period of 28 days. If no objections are received the double yellow lines can be removed.

Update June 2014: The restrictions have now been removed from outside the residential properties

- 2.3.7 The Traffic Team has been approached by a resident of Wye Avenue, Failsworth for the introduction of double yellow lines within the street to remove the obstructive parking taking place. A briefing note is attached which considers this request and it is recommended that the District Executive advise on how this matter should be progressed.

Update March 2014: *The District Executive has agreed that a consultation should be undertaken with the residents. This matter has been forwarded to the District Office for the consultation to be arranged.*

Update June 2014: The consultation has been undertaken and the results are to be discussed with ward members. The ward members will receive the information by the end of June

- 2.3.8 The Traffic Team has been approached by a resident of Alan Avenue, Failsworth for the introduction of double yellow lines at the junction of Alan Avenue and Lord Lane to remove the obstructive parking taking place. A briefing note is attached which considers this request and it is recommended that the District Executive advise on how this matter should be progressed.

Update March 2014: *The District Executive has agreed that a consultation should be undertaken with the residents. This matter has been forwarded to the District Office for the consultation to be arranged.*

Update June 2014: The consultation has been undertaken and the results discussed with the ward members. It was decided that the introduction of double yellow lines should not be pursued. The residents have been informed.

2.3.9 Tesco, Failsworth

As a result of recent feedback the design was revisited to include extra features. As a consequence of that the scheme would cost more than the available LTP funding in 13/14 so a revised bid was submitted for LTP 14/15 and an extra 53k of funding was secured. Unity is now in the process of refining the design. Construction stage is planned for December 2014.

2.4 Utility works

- 2.4.1 A meeting has taken place with National Grid, to discuss the essential gas main replacement programme along Hollins Road. The length of gas main to be renewed is from the Copsterhill Road junction through to the Heron Street junction.

The work will commence at the roundabout at Copsterhill Road and will require Howgill Crescent to be closed with the use of 3 way lights to control traffic. The work will then progress along Hollins Road in the direction of Heron Street where the insertion technique will be used to keep traffic disruption to a minimum. If however a blockage is reached then it will be necessary to excavate the carriageway to locate the blockage.

It may also be necessary to use 3 way lights at the junction of Frederick Street and the junction of Trough Gate. National Grid has already approached the Fire Station about this and the Fire Station requirements will be met.

Once the gas main has been replaced it will then be necessary to replace the individual connections into the residential properties. Temporary signals will be used to undertake this work as the footway will be closed down and pedestrians will have to be accommodated within the carriageway.

The start date for the work has not yet been confirmed but it is expected to be around May or June this year and will take approximately 6 weeks to complete. National Grid will be undertaking a letter drop to residents in the area so they are aware of the disruption.

Update June 2014: Start date was 23rd May. Works planned until end of July.

2.5 Direct Works teams

No update

List of Appendices

Appendix A – A62 Highway Improvements – Briefing Note and Plans

Appendix B – Street Works Update

Briefing Note

Accident Remediation Scheme – A62 Oldham Road, Failsworth – Wrigley Head to Wickentree Lane

30th May 2014

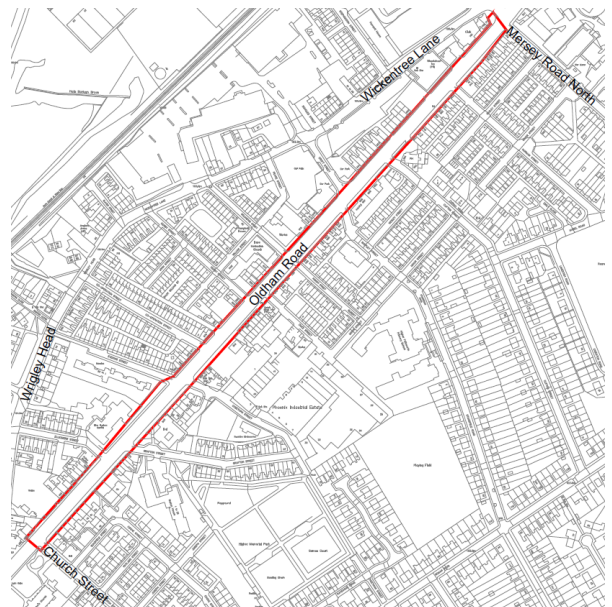
1 Background and purpose of scheme

1.1 A scheme to introduce highway safety measures along the A62 Oldham Road, between Wrigley Head and Wickentree Lane was approved by the Assistant Executive Director for Corporate Property in August 2013.

1.2 This location was identified as a priority site for improving road safety as analysis of the personal accident database revealed an accident severity rate over a five year period significantly higher than that of the borough average.

1.3 Along with designing the highway safety measures, Unity Partnership has worked closely with the Leader of Oldham Council to develop a scheme that includes sections of landscaping and trees within the design to enhance the local streetscape. The main elements of the proposed scheme include:

- Junction improvements at Wrigley Head / Oldham Road aimed at improving pedestrian and traffic safety. This was completed on site in July 2013.
- The introduction of highway safety measures including 'boulevarding' works and improving parking provision along Oldham Road, between Wickentree Lane and Wrigley Head. The scheme is currently mid-way through its construction period (March 2014 – August / September 2014).



- Resurfacing the A62 from the Manchester boundary to the M60 (August / September 2014).
- Returning to this location later in the year (in the tree planting season), to plant the trees and ecology that will create the 'boulevarding effect' (November 2014).

2 The Approach

2.1 In aiming to improve road safety whilst achieving an aesthetically pleasing result along this section of highway, there were a number of challenges to overcome.

2.2 The A62 Oldham Road is the principal route between Oldham and Manchester. It is therefore essential that whilst designing to reduce the number of potential conflict points along the route, effective traffic flows are maintained.

2.3 In the section between Wrigley Head and Wickentree Lane / Mersey Road North the carriageway (road) has a generous average width of approximately 13 metres but is still only wide enough to achieve one traffic lane in each direction. The main challenge in achieving a 'boulevarding effect' is ensuring that there is adequate provision for vehicles to pass in the cases of buses stopping to board and alight; right turning vehicle manoeuvres and occasional vehicle breakdowns.

2.4 To achieve this, the sections of landscaped central reservations have been kept to sensible lengths and locations, albeit some locations have been recently extended to maximise the ecology provision.

2.5 Extended central reservations will be created at the start and end of the works area (near to Mersey Road North and Church Street) which will allow a significant number of trees to be planted and create an important entrance feature to the corridor.

2.6 The extended islands will be constructed in a way that allows overrun for vehicles in emergencies but the surfaces will be finished to appear as part of the public realm.

2.7 A tree species that is robust and appropriate for a busy highway environment has been selected for the central reservations. The trees will also have a high narrow canopy that will require reduced maintenance and allow suitable visibility to traffic signals, junctions and other highway features to be maintained.

2.8 The measures included in improving the highway safety of this section of road for pedestrians, cyclists and motorists include:

- Upgrading the three signal controlled crossing locations from Pelican type design to staggered Puffin type crossings
- Replacing and providing new locations for solar lit bollards that improve conspicuity whilst reducing the maintenance liability and energy of costs when compared to the existing electrically lit types.
- Providing safe parking places so that businesses are more accessible.
- Improving the bus stop provision and uncontrolled crossing points along the route.
- Enhancing the traffic signing and road markings.

2.9 The General Arrangement drawings and a diagrammatic drawing are provided in Appendix A and B respectively.

3 Timescales

3.1 Below is the current agreed stages and timeframe associated with completing the necessary works to deliver the scheme in full within this financial year.

Table 1

Programme to introduce road safety improvements and associated 'boulevarding' along A62 Oldham Road from Wrigley Head junction to Wickentree Lane / Mersey Road North			
	Start	Finish	Description of activity
Design and Construction of Wrigley Head / Crown Street Junction Improvements	April 2013	July 2013	Installation of triangular hard standing area to manage vehicular turning movements Provision of uncontrolled (informal) pedestrian crossing points Introduction of junction give way markings Introduction of 'Turn Left' and 'No Right Turn' traffic signs
<u>A62 Corridor (Wrigley Head - Wickentree Ln):</u> Feasibility / Conceptual Studies	April 2013	May 2013	Assess accident data from database Commission traffic and pedestrian surveys Commission topographical survey Identify viable options Liaise with GMUTC and CLP – commission traffic signal controlled crossing design and electrical connection work respectively
<u>A62 Corridor (Wrigley Head - Wickentree Ln):</u> Preliminary Design	May 2013	July 2013	Production of outline plans and budget estimates. Making initial enquiries to Utilities to determine any diversionary works Assess impacts Draw potential options
<u>A62 Corridor (Wrigley Head - Wickentree Ln):</u> Stakeholder engagement	April 2013	November 2013	On-going and detailed discussions with key stakeholders, TfGM, Police, Fire, Ambulance services and ward members, in particular Cllr McMahon re. preferred options with associated budget costs and programmes of work.
<u>A62 Corridor (Wrigley Head - Wickentree Ln):</u> Detailed Design contract preparation	August 2013	November 2013	Develop scheme for Tender stage. Draft technical drawings e.g. street lighting, signal design etc Prepare TRO's and Formal notices
<u>A62 Corridor (Wrigley Head - Wickentree Ln):</u> Tender Period / Costs Estimating / Pre-commencement	December 2013	February 2014	Engage suitable engineering contractor. Answer tender queries Tender acceptance report Award tender
<u>A62 Corridor (Wrigley Head - Wickentree Ln):</u>	March 2014	August / September	Agree scope of temporary traffic management

Construction Phase (including additional design requests)		2014	Apply for permits Site Supervision Manage works on site
<u>A62 Corridor (Manchester Boundary - M60):</u> Resurfacing Phase	September 2014	September 2014	Site Supervision Manage works on site
Tree Planting Phase	November 2014	November 2014	Site Supervision Manage works on site

Description of crossing types

Pelican crossings use a standard set of traffic lights with a push button box and a red or green man to let you know when it is safe to cross (currently being phased out by TfGM).

Puffin crossings are like Pelican crossings, but they have detectors that can tell when people are waiting to cross. The detectors also 'watch' the crossing and control the light signals so that you have time to cross in safety.

The design of the Puffin installations along this section of the A62 corridor means that pedestrians will cross the road in two stages, with central reservations to reduce risk to pedestrians (formerly crossing the wide carriageway in full). This will also minimise disruption to traffic flow along the corridor as on either side of the road the traffic signals will run separately.

Uncontrolled (informal) crossings are the simplest type of pedestrian crossing which may include dropped kerbs, tactile paving and a traffic island if road width permits. These are generally used in areas where a formal (controlled) pedestrian crossing cannot be justified.