EXECUTIVE DECISION RECORDING SYSTEM :
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TRAFFIC REGULATION ORDER PANEL - OBJECTION TO TRAFFIC REGULATION ORDER TRAFFIC CALMING MEASURES - HALE LANE, FAILSWORTH

REPORT OF EXECUTIVE DIRECTOR OF ENVIRONMENTAL SERVICES

1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to consider two objections received to a Traffic Regulation Order, which proposes the introduction of traffic calming measures within Hale Lane, Failsworth.

2.0 EXECUTIVE SUMMARY

2.1 A proposal to introduce traffic calming measures within Hale Lane, Failsworth, was approved under delegated powers on 24 May 2004. The proposal was subsequently advertised and two letters of objection have been received from Mr A Wilburn of 43 Hale Lane and Mrs E Wilburn of 41 Hale Lane.

2.2 The objectors raise several concerns which are detailed in paragraph 6.0 to this report. Copies of their letters can also be seen at Appendix B to this report.

2.3 The Greater Manchester Police have been consulted on the objections and whilst they sympathise with the objectors arguments they can find no cause to support the issues raised by them.

2.4 It is therefore felt that notwithstanding the objections received the traffic calming measures should be introduced.

3.0 RECOMMENDATION

3.1 It is recommended that the Oldham Borough Council, Traffic Calming Scheme, Hale Lane, Failsworth Area, Proposed Construction of Road Humps Order be introduced in accordance with the schedules detailed in the proposal at the end of this report.

TRAFFIC REGULATION ORDER PANEL -
OBJECTION TO TRAFFIC REGULATION ORDER
TRAFFIC CALMING MEASURES - HALE LANE, FAILSWORTH

4.0 INTRODUCTION

4.1 The introduction of traffic calming measures within Hale Lane, Failsworth was approved under delegated powers on 24 May 2004.

4.2 The proposal was subsequently advertised and two letters of objection were received from Mr A Wilburn of 43 Hale Lane and Mrs E Wilburn of 41 Hale Lane.

5.0 BACKGROUND

5.1 Hale Lane, Failsworth is a residential street fronted mainly by terraced property and connects Hardman Lane to the south with Moston Lane East to the North, which collectively link Oldham Road, Failsworth with Broadway, Chadderton. In view of the link a large percentage of motorists use the street as a short cut.

5.2 Requests have been received from several residents of Hale Lane, Failsworth for the introduction of traffic calming measures within the street.

5.3 Hale Lane was assessed for the provision of traffic calming measures and reached a figure of 307 points, the threshold being 100 points. Consequently, a scheme was devised and approved under the Council's delegated system of approval.

5.4 A copy of the delegated report can be seen at Appendix A.

5.5 The proposal was subsequently advertised and two letters of objection were received from Mr A Wilburn of 43 Hale Lane and Mrs E Wilburn of 41 Hale Lane, Failsworth.

6.0 THE OBJECTIONS

6.1 The objection received from Mr Wilburn raises several points which are outlined below. A copy of the letter can be at Appendix B.

6.2 **Traffic Volume**

Mr Wilburn feels that the traffic volume on Hale Lane does not warrant the measures now being proposed, as the traffic survey was undertaken so long ago the information will have changed.

6.3 **Speed**

Mr Wilburn accepts a small number of motorists travel too fast but this is a matter for the Police and he also knows cheaper and better solutions that are available which have far less impact on residents.

6.4 **Emergency Services Response Times**

Mr Wilburn feels the proposed scheme will have a high impact on the emergency service vehicles in terms of the safety of the crews and their vehicles.

6.5 **Cost**

Mr Wilburn claims he is aware of other methods of traffic calming which would have far less impact on the residents and would cost less than the proposed scheme and he finds it odd that none of these schemes have been proposed.

6.6 Mr Wilburn's alternative measures include repairing the roads and replacing missing street furniture.

6.7 **Specific Comments Regarding the Measures to be Implemented**

- Mr Wilburn feels the road narrowing to the north of Hale Lane forces traffic on a hill to give way to motorists which will cause problems for larger vehicles and increase the wear on the road surface

- Mr Wilburn also feels the feature will generate more accidents as the bollards are not illuminated and there is no street lighting nearby

- Mr Wilburn feels the junction plateau at Brookfold is unnecessary as it is only yards away from the road narrowing and the speed cushions. He also feels it will cause a hazard at the entrance to Brookfold, will cause traction problems in wet weather and will cause a water problem because there is no gully. Mr Wilburn further explains that any vehicle passing around a bus waiting at the bus stop will suddenly be faced with the plateau and the plateau will cause problems for bus passengers. Mr Wilburn is also concerned that bollards will be required along the footway edge of the plateau to prevent motorists mounting the kerb

- Mr Wilburn is in agreement with the speed cushions providing vehicles are not allowed to park. Mr Wilburn is also concerned that warning signs are not present for southbound traffic

- Mr Wilburn feels the mini-roundabout will not work as vehicles will not be able to make the turns and the school crossing patrol will experience difficulty. Mr Wilburn also states a Council employee told him a mini-roundabout can be crossed and ignored in such a tight area and feels if this is the case why put one there. Again Mr Wilburn is concerned that there is no warning sign for southbound motorists

6.8 The objection from Mrs Wilburn also raises several points which are detailed below. A copy of the letter can be seen at Appendix B.

- Mrs Wilburn states she experiences back problems and has to avoid going on a bus which travels over such features

- Mrs Wilburn states the features will slow down the emergency service vehicles

- Mrs Wilburn is not aware of a large number of accidents and therefore sees no reason for the scheme

- Mrs Wilburn feels that all the residents affected should be spoken to and their opinions sought on the introduction of traffic calming measures.

6.9 **Consideration of the Objection**

The Greater Manchester Police have been consulted on the objections and their consideration states:-

As you are aware this scheme was discussed at the Traffic Management meeting in February this year, at which time Greater Manchester Police had no objection to its implementation.

I have read the objection letters from Mr and Mrs Wilburn and whilst I have sympathy for their arguments, I can find no cause to support the issues raised by them.

If the scheme proposed by OMBC adheres to that agreed at the Traffic Management meeting and complies with all current legislation and specifications, Greater Manchester Police will not change its stance and will continue to support the scheme.

If you wish to discuss this matter any further please do not hesitate to contact me.

7.0 **OBSERVATIONS**

7.1 The criteria used to analyse streets for the introduction of traffic calming measures was approved by the Council's Environmental Services Committee at its meeting on 16 September 1998. It was also devised to consider requests which do not fall within the Council's Road Safety Plan of Area Action treatment, which identifies accident problems on an area wide basis. The standard used to analyse such streets is, therefore, based on a number of factors which include speed of vehicles, volume of traffic, number of dwellings and features which concentrate and constrain pedestrian flows eg pedestrian crossings, schools, shops, proximity of the buildings to the carriageway. It is considered that these factors go some way to reflect the road users exposure to events which may have accident causing potential. The criteria allows the Council to assess each request for traffic calming measures and gives a consistent comparison to enable schemes to be prioritised for introduction. Each assessment is given a points score in accordance with the criteria with streets scoring more than 100 points being eligible for traffic calming, in principle, when finance is available.

7.2 In the case of Hale Lane, a survey of vehicle speeds and the volume of traffic was undertaken in July 2002, over a period of seven days, which revealed the peak time traffic flow to be 960 vehicles per hour. The 85th percentile speed of traffic was recorded to be 35.7mph. The 85th percentile speed is the speed at which 85 percent of vehicles travel at, or below and is the commonly accepted parameter used in speed related matters.

7.3 The recorded accident system interrogated at the time of assessment revealed that one injury accident had occurred within the previous three years, which resulted in a serious injury to a nine year old pedestrian.

7.4 When applying the Council's criteria to Hale Lane a point score of 307 points was reached.

7.5 In answer to Mr Wilburn's concerns regarding traffic volume and speed. The conditions may have changed slightly since the original survey was undertaken and the points may alter slightly. However, the criteria takes into account other factors which have not changed and the street would still qualify the introduction of traffic calming measures if the survey was undertaken again.

7.6 The scheme has been discussed with representatives from the emergency services. The Greater Manchester Fire Service had no objection to the proposal and the Ambulance Service had no comment on the proposal. I am unable to comment on the response times of the emergency services.

7.7 Mr Wilburn's suggestion of repairing roads and replacing missing street furniture is continually undertaken and does not assist in reducing the speed of traffic.

7.8 The gradient of Hale Lane is not considered severe enough to suggest that vehicles travelling southbound would be undertaking a hill start when manoeuvring through the narrowing or that there would be increased wear on the road surface.

7.9 The bollards to be erected will contain reflective strips and the street lighting throughout the full length of the scheme is to be upgraded.

7.10 The junction plateau is not considered unnecessary due to its spacing in between other features. There is a distance of 50 metres between the road narrowing and the plateau and 65 metres between the speed cushions and the plateau. If the plateau was omitted from the scheme, motorists would be able to build up speed, which is not the intention of the features.

7.11 Highway drainage will be upgraded at the plateau to remove any ponding problems that could result and bollards are to be provided to prevent motorists driving onto the footway.

7.12 Motorists will be travelling at a reduced speed on approach to the plateau, consequently its presence should not take them by surprise.

7.13 It is not intended to introduce waiting restrictions to prevent motorists parking but if a problem becomes apparent once the measures are introduced then the matter will be investigated.

7.14 Warning signs for the humps are to be provided for both northbound and southbound traffic.

7.15 Mini-roundabouts are designed to be introduced at junctions where conventional roundabouts cannot be accommodated due to the limited amount of space available. Their purpose is to encourage motorists to slow down on all approaches to the junction, which should help to create a safer environment for both motorists and pedestrians. The centre of the mini-roundabout is flush or slightly raised to enable larger vehicles to overrun the centre if the correct manoeuvre cannot be completed successfully. This information was conveyed to Mr Wilburn in a telephone conversation, he was not advised the roundabout could be ignored.

7.16 Mini-roundabouts also operate successfully in other areas where school crossing patrols exist.

7.17 Motorists approaching the roundabout in a southbound direction will have good visibility of the feature. Consequently, it is not felt that a permanent warning sign is necessary. Temporary warning signs are, however, erected for a six month period on all approaches when mini-roundabouts are initially introduced.

7.18 In answer to Mrs Wilburn's concerns the measures to be introduced have been approved by the Passenger Transport Executive and are considered 'bus friendly' features which disrupt the ride for passengers as little as possible.

7.19 The concerns regarding slowing down emergency service vehicles and the number of accidents has been discussed earlier in the report.

7.20 All the residents affected by the proposal have been consulted by means of a consultation booklet, the majority of which are in agreement with the scheme.

8.0 COMMENTS OF WARD COUNCILLORS

8.1 The Ward Councillors have been consulted and any comments received will be reported at the meeting.

9.0 CONSULTATION

9.1 Consultation has been undertaken with the Greater Manchester Police which is detailed at paragraph 6.9.

10.0 FINANCIAL IMPLICATIONS

10.1 As previously approved under delegated powers.

11.0 CORPORATE HUMAN RESOURCES COMMENTS

11.1 None.

12.0 LEGAL SERVICES' COMMENTS

12.1 No Comments (JEB)

13.0 TREASURER'S COMMENTS

13.1 <u>Revenue</u>

The maintenance costs associated with this proposal are £1514 and will be a charge against the Environmental Services Department's Highways Maintenance Budget.

There is no provision within the existing budget.

The additional cost will be built into the budget on completion of the scheme and compensating savings will have to be identified within the Environmental Services Department's revenue budget to ensure that the Authority's overall budget provision is not exceeded (EB/RN)

13.2 Capital

As previously approved under delegated powers.

14.0 **IT IMPLICATIONS**

14.1 None.

15.0 **PROPERTY IMPLICATIONS**

15.1 None.

16.0 **ENVIRONMENTAL AND HEALTH AND SAFETY IMPLICATIONS**

16.1 As previously approved under delegated powers.

17.0 **COMMUNITY COHESION IMPLICATIONS (INCLUDING CRIME AND DISORDER IMPLICATIONS IN ACCORDANCE WITH SECTION 17 OF THE ACT)**

17.1 As previously approved under delegated powers.

18.0 **FORWARD PLAN REFERENCE**

18.1 This is not a key decision.

19.0 **SUPPORTING PAPERS**

19.1 The appendices and scheme drawing can be viewed by contacting Mr D I Slater, Henshaw House, Cheapside, Oldham : Tel 0161 911 4359.

20.0 **PROPOSAL**

20.1 Notwithstanding the objections received it is proposed to introduce The Oldham Borough Council, Traffic Calming Scheme, Hale Lane, Failsworth Area, Proposed Construction of Road Humps in accordance with the following schedule.

Schedule 1

Speed Cushions (Pairs)
Length 3.6 metres, width 1.7 metres
Height 75mm
(Ramp 1 in 18)

Road	Length
Hale Lane, Failsworth	68 metres north of its junction with Hardman Lane

Schedule 2

Speed Cushions (Single)
Length 3.6 metres, width 1.7 metres
Height 75mm
(Ramp 1 in 18)

Road	Length
Hale Lane, Failsworth	54 metres north of its junction with Brookfold

Schedule 3

Junction Plateau
Length 16 metres, width 10.5 metres
Height 75mm
(Ramp 1 in 18)

Road	Length
Hale Lane, Failsworth	At its junction with Brookfold

The following is a list of the 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 that Act.

File Ref - TM4/422

Any Person wishing to inspect copies of the above background papers should contact:-

Mr D Slater - Tel No 0161 911 4359