

***TRAFFIC REGULATION ORDER PANEL
Regulatory Committee
Agenda***

Date Thursday 19 March 2020

Time 5.30 pm

Venue Crompton Suite, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Mark Hardman in advance of the meeting.
 2. CONTACT OFFICER for this Agenda is Mark Hardman Tel. 0161 770 5151 or email
 3. PUBLIC QUESTIONS – Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the Contact officer by 12 Noon on Monday, 16 March 2020.
 4. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

Recording and reporting the Council's meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors Akhtar (Vice-Chair), Garry (Chair), C. Gloster and Murphy

Item No

1 Apologies For Absence

2 Urgent Business

Urgent business, if any, introduced by the Chair.



3 Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.

4 Public Question Time

To receive Questions from the Public in accordance with the Council's Constitution.

5 Minutes of Previous Meeting (Pages 1 - 4)

The Minutes of the meeting of the Traffic Regulation Order Panel held on 30th January 2020 are attached for approval.

6 s119 Highways Act 1980 - Diversion of Definitive Footpath 264 Saddleworth (part), a branch proceeding northward via Hollins Hill Farm to Bradbury Lane and s53(2) Wildlife and Countryside Act 1981 Modification of the Definitive Map and Statement (Pages 5 - 14)

To seek approval to the making of a Combined Diversion, Modification of the Definitive Map and Statement Order for Footpath 264 Saddleworth (part)

7 Objections to Proposed Waiting Restrictions and Traffic Calming - London Road/Prince Charlie Street, Derker (Pages 15 - 58)

The purpose of this report is to consider two objections to the current proposal to introduce traffic calming on London Road and Prince Charlie Street, Derker.



TRAFFIC REGULATION ORDER PANEL
30/01/2020 at 5.30 pm

Present: Councillor Garry (Chair)
Councillors Akhtar (Vice-Chair), C. Gloster and Murphy

Also in Attendance:

Gary Sutcliffe	Unity Highways
Kaidy McCann	Constitutional Services
Darryll Elwood	Unity Partnership

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

The Panel received an item of Urgent Business in regard to objections to the proposed prohibition of waiting on Franklin Street, Oldham.

Consideration of the proposal had been deferred from the Panel held on 14th November 2019 to allow Highways to test the placement and size of the time plates. Observations highlighted a number of time plates required to allow enforcement to take place had been removed, rendering the lines unenforceable. Objections had been received by Ward Members requesting the proposal be rescinded to allow work to be done with the residents to resolve the parking issues.

Discussions had been held with the Ward Members and Highways in regard to the issues. A happy medium was agreed by both parties, and it was proposed to introduce an additional single yellow line which would enable the time plates to be erected higher up the lighting columns and the existing poles would be replaced with longer ones to prevent motorists from removing the time plates.

Options considered.

Option 1: To approve the original proposal.

Option 2: To approve the amended proposal.

Option 3: Not to approve either proposal.

RESOLVED that, notwithstanding the objections received, the single yellow lines be introduced as amended to reflect Highway Officers preferred option.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 14th November 2019 be approved as a correct record.

6 **OBJECTION TO TRAFFIC REGULATION ORDER - TIME RESTRICTED PARKING, BEAL LANE, SHAW**

The Panel gave consideration to a report regarding objections received to the introduction of time restricted parking along part of Beal Lane, Shaw.

Correspondence was received from local residents in the form of a petition containing 100 signatures which requested the introduction of time restricted parking along Beal Lane between Jubilee Street and Cheetham Street.

The proposal had been approved under delegated powers on 16th September 2019 and subsequently advertised. 5 letters of objections, 1 letter of representation and a petition containing 113 signatures had been received. The basis of the objections was the detrimental impact the proposal would have on residential parking along Beal Lane for residents who want to park longer than the 3 hours and for Cheetham Street who would suffer the problems generated by displaced parking.

In light of the objections, there was no reason why the proposed length of time restricted parking could not be reduced along Beal Lane. Permits for residents on Cheetham Street was a possibility pending a viability study and funding being available.

Options Considered.
Option 1: approve the proposal.
Option 2: rescind the proposal.
Option 3: to amend the proposal.

RESOLVED that, notwithstanding the objections received, the time restricted parking be amended and reduced along Beal Lane to cover property numbers 77 to 97.

7 **OBJECTION TO THE PROPOSED PROHIBITION OF WAITING - VICTORIA STREET, SHAW**

Consideration was given to a report regarding objections received to the introduction of double yellow lines on Victoria Street, Shaw.

Correspondence was received regarding problematic parking on Victoria Street within close proximity to its junction with Rochdale Road. Observations revealed vehicles parked in close proximity to the junction caused motorists to either reverse back along Victoria Street or out to Rochdale Road creating a highways safety issue.

The proposal had been approved under delegated powers on 26th March 2019 and subsequently advertised. 3 letters of

objections had been received. The basis of the objections was due to parking already being an issue for residents in the area and that traffic flow would increase as motorists used the route as a rat race.

In light of the objections, there was no reason why the proposed length of waiting restrictions could not be reduced on the east side to 10 metres from 19 metres. The reduction would enforce rule 243 of the Highway Code which restricts motorists from stopping and parking opposite or within 10 metres of a junction.

Options Considered.

Option 1: to approve the original proposal.

Option 2: not to approve the original proposal.

Option 2: to amend the original proposal.

RESOLVED that, notwithstanding the objections received, the double yellow lines be introduced on both sides of Victoria Street from its junction with Rochdale Road for a distance of 10 metres in a southerly direction.

The meeting started at 5.30 pm and ended at 6.24 pm

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Report to TRO Panel

Public Path Diversion Order

s119 Highways Act 1980 – Diversion of Definitive Footpath 264 Saddleworth (part), a branch proceeding northward via Hollins Hill Farm to Bradbury Lane and s53(2) Wildlife and Countryside Act 1981 Modification of the Definitive Map and Statement

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Jean Greer, Traffic Engineer
Ext. 4306

19 March 2020

Reason for Decision

To seek approval to the making of a Combined Diversion, Modification of the Definitive Map and Statement Order for Footpath 264 Saddleworth (part), a branch proceeding northward via Hollins Hill Farm to Bradbury Lane, as detailed in the report.

Executive Summary

The Council has received an application from the owner of Hollins Hill Farm for the diversion of Footpath 264 Saddleworth (part) which passes along the drive of Hollins Hill Farm near to the house and farm buildings.

The application has been considered in the light of draft guidance on public rights of way passing through gardens and farmyards. It is considered that, in the interests of the resident and Footpath users, the Footpath should be diverted and that Officers be given delegated authority to carry out the necessary procedures with a view to confirming the Diversion Order in the event that no objections to the Order is received.

Recommendations

It is recommended that the Council make:

- a. A Combined Public Path Diversion Order for the diversion of Footpath 264 Saddleworth (part) under s119 of the Highways Act 1980 as detailed in the report and Officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.
 - b. Modification Order to the Definitive Map and Statement for Footpath 264 Saddleworth (part) as detailed in the report.
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**Public Path Diversion Order
s119 Highways Act 1980 – Diversion of Definitive Footpath 264 Saddleworth (part), a branch
proceeding northward via Hollins Hill Farm to Bradbury Lane and s53(2) Wildlife and
Countryside Act 1981 Modification of the Definitive Map and Statement**

1 Background

- 1.1 An application has been made by the resident of Hollins Hill Farm, Saddleworth, via their Agent for the diversion of Footpath 264 Saddleworth (part) which passes along the driveway and through the rear of the grounds of the property.
- 1.2 The Government have issued 'Draft Guidance on diversion or extinguishment of rights of way that pass through gardens, farmyards and commercial premises'. The Guidance describes the problem of Public Rights of Way which pass through contained spaces, such as private gardens. It states that, 'Members of the public may not be comfortable following a path through a contained space of this type because doing so may be infringing on the privacy of a house owner. Therefore, such path alignments can deter people from exercising the public's right to walk along the path'.
- 1.3 The Order-making and Confirming Authority are guided to weigh the interests of the landowner against the overall impact of the proposal on the public as a whole, noting that reducing or eliminating the impact of the current route of the right of way on the landowner, in terms of privacy, security and safety, are important considerations to which due weight should be given. In these limited circumstances only, the Order-making Authority should, therefore, be predisposed to make the Order provided it satisfies all the relevant tests for the making of an Order set out in the legislation.
- 1.4 The principal test is that the diversion should be substantially as convenient and seek to ensure a balance between the interests of the public, as users and the occupier and in relation to the diversion, that it is expedient that the path or way should be diverted on the grounds that it is as convenient for the public to use.

2 Proposal

- 2.1 The route of Footpath 264 Saddleworth (part) to be diverted (to the east, to the other side of the wall) is shown on attached plan (PROW/A4/101). The path commences from the south at point B, proceeding northwards of Hollins Hill Farm yard along the drive, crossing the property, passing close to the eastern edge of the farm house building, to the northern boundary of the yard/drive to point A, Bradbury Lane.
- 2.2 A stile for the ingress and egress of animals will be placed at point C, plan number PROW/A4/101. The applicant is putting in place the relevant stile to British Standard. The stile at point C and the diverted path will be on the neighbouring field which is also owned by the Applicant and the tenant farmer has given his permission in writing for the diversion and stile.
- 2.3 The diverted path starts at point C to point D at the edge of the field over an existing set of steps at point D and then commences to point B. The path then commences in a southwest direction on the existing Footpath 264 Saddleworth.

- 2.4 The applicant proposes that the diverted route along the walled boundary of the neighbouring field will be stoned with a width of 2m, this gives a clearly delineated path for public use. The distance travelled around the diversion is minor and well provided. Any inconvenience to members of the public will be minimal.
- 2.5 Users of the diverted route will not be deterred from using the route which can occur if using the existing alignment which passes through a yard and along a drive ie land associated with farm buildings at Hollins Hill Farm.
- 2.6 The required highway signage, from the metalised road, Bradbury Lane, will be paid for by the Applicant ie both installation, posts and the sign.
- 2.7 If the Order is Confirmed it will be necessary to modify the Definitive Map and Statement for Footpath 264 Saddleworth (part). The Council have an obligation to continuously review the Definitive Map and Statement. The Public Rights of Way (Combined Orders) (England) Regulations 2008 allows the Order-making Authority to make a Combined Order for a diversion proposal and Definitive Map and Statement Modification. In light of the above it is considered that this is appropriate in this case.

3 Current Position

3.1 Points of Note – Drawing PROW/A4/101

Label	Grid Reference		Comments
	Easting (m)	Northing (m)	
A	401009	403416	
B	400959	403334	Existing FP264 Saddleworth (Part) leaves Bradbury Lane and extends from Point A to Point B in a general south-westerly direction for a distance of 103 metres

Schedule 1 Footpath to be Diverted – Drawing PROW/A4/101

Road	Length
Footpath 264 Saddleworth (Part) Section as indicated on map) A-B	The whole width that is part of Footpath 264 Saddleworth commencing at Point A (Ordnance Survey Grid Reference ("GR") SE01009 03416) and proceeding for a total distance of 110 metres in a general south-westerly direction to Point B (GR SE00959 – 03334

Schedule 2
Diverted route of Footpath – Drawing PROW/A4/101

Road	Length
Footpath 264 Saddleworth (Part Section as indicated on map) C-D-B	A (surface description) 2 metre wide stoned Footpath commencing from Point C (GR SE01013 - 03416) proceeding for a distance of 110 metres in a general south-westerly direction to Point D (GR SE00999 - 03349) then turning to a general south-westerly direction to Point B (GR SE00959 - 03334) making a total distance of 110 metres or thereabouts

Schedule 3

Part 1 Modification of Definitive Map

Description of the path to be diverted (A-B):

From Point A (OSGR 401009e, 403416n), to Point B (OSGR 400959e, 403334n)

Description of the path to be added (C-D-B):

From Point C (OSGR 401013e, 403416n), to Point D (OSGR 400999e, 403349n), to Point B (OSGR 400959e, 403334n)

Part 2 Modification of Definitive Statement

Statement to be amended

District and page number	Page Number	Status	Length	Description	Width
Footpath 264 Saddleworth	12	Footpath	2212 metres	Footpath commencing at its junction with Path No, 263 and proceeding in a south easterly direction via Kinder Intake and Chew Rise Plantation to its junction with Chew Road (Path No 272) with a branch proceeding northward via Hollins Hill to its junction with Bradbury Lane	1.2m wide, (2m wide stoned FP adjacent to Hollins Hill Farm drive ie the other side of the wall. 7 stiles 1 set stepping stones

4 **Options/Alternatives**

4.1 Option 1: To approve the recommendation.

4.2 Option 2: Not to approve the recommendation.

5 **Preferred Option**

5.1 The preferred option is to approve Option1. This will benefit the occupants of Hollins Hill Farm and the Users of the Footpath and will test the proposal through the democratic process. Option 2 will maintain the status quo where the property has the liability of a Footpath passing through the yard and along the drive and Users are inhibited when passing through the yard.

6 **Consultation**

6.1 Consultation will take place with Saddleworth Parish Council, Saddleworth South Councillors, the Prescribed Bodies, Notice will be placed on site and in the newspaper in accordance with the legal requirements of 28 days' Notice of making the Order, simultaneously.

7 **Comments of Shaw Ward Councillors**

7.1 The Ward Councillors have been consulted and Councillor G Sheldon supports the application but has also commented that he would like to see a secure fence between the new path an field and new path and driveway (this I am sure will be done).

8 **Response to Councillors Comment**

8.1 The Footpath (part) is to be moved to the other side of the wall and I can confirm that a Highway Authority has no legal authority to prescribe fencing a Public Right of Way.

9 **Financial Implications**

9.1 The standard fee for making an order of this type is £2,611 and is payable by the applicant to the Council. The standard fee is intended to cover costs associated with the application including, legal work, posting notices on site, advertising and general administrative effort. As a result, no additional financial burden will fall upon the Council in dealing with this application.

9.2 The income and associated cost will be credited/charged to Highways Operations – Unity.

(Nigel Howard)

10 **Legal Services Comments**

10.1 Under section 119 of the Highways Act 1980 the Council may make a public path diversion order where it appears to it to be expedient, either in the interests of the owner, lessee or occupier of land crossed by the path, or in the interests of the public, that it should be diverted. The confirming body for the order must also be satisfied that the diversion is expedient in the interests of the owner, lessee or occupier of land crossed by the path or in the interests of the public and that the path will not be substantially less convenient to the public as a consequence of the order. The confirming body must also be satisfied that it is expedient to confirm the order having particular regard to the effect on public enjoyment of the path as a whole, the effect on other land served by the existing path and the effect of the new diversion on the land and other land held with it, to be crossed by the diversion.

10.2 In the event of objections to the order, the order will be sent to the Secretary of State for determination. If no objections are received it is recommended that officers be given delegated authority to determine whether it is expedient to confirm the order, as otherwise this decision would have to be taken at a future meeting of the TRO Panel, adding unnecessary delay to the process. (A Evans)

11 **Co-operative Agenda**

11.1 In respect of the diversion of Footpath 264 Saddleworth (part) 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 None.

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

18.1 None.

19 **Equality Impact Assessment Completed?**

19.1 No

20 **Key Decision**

20.1 No.

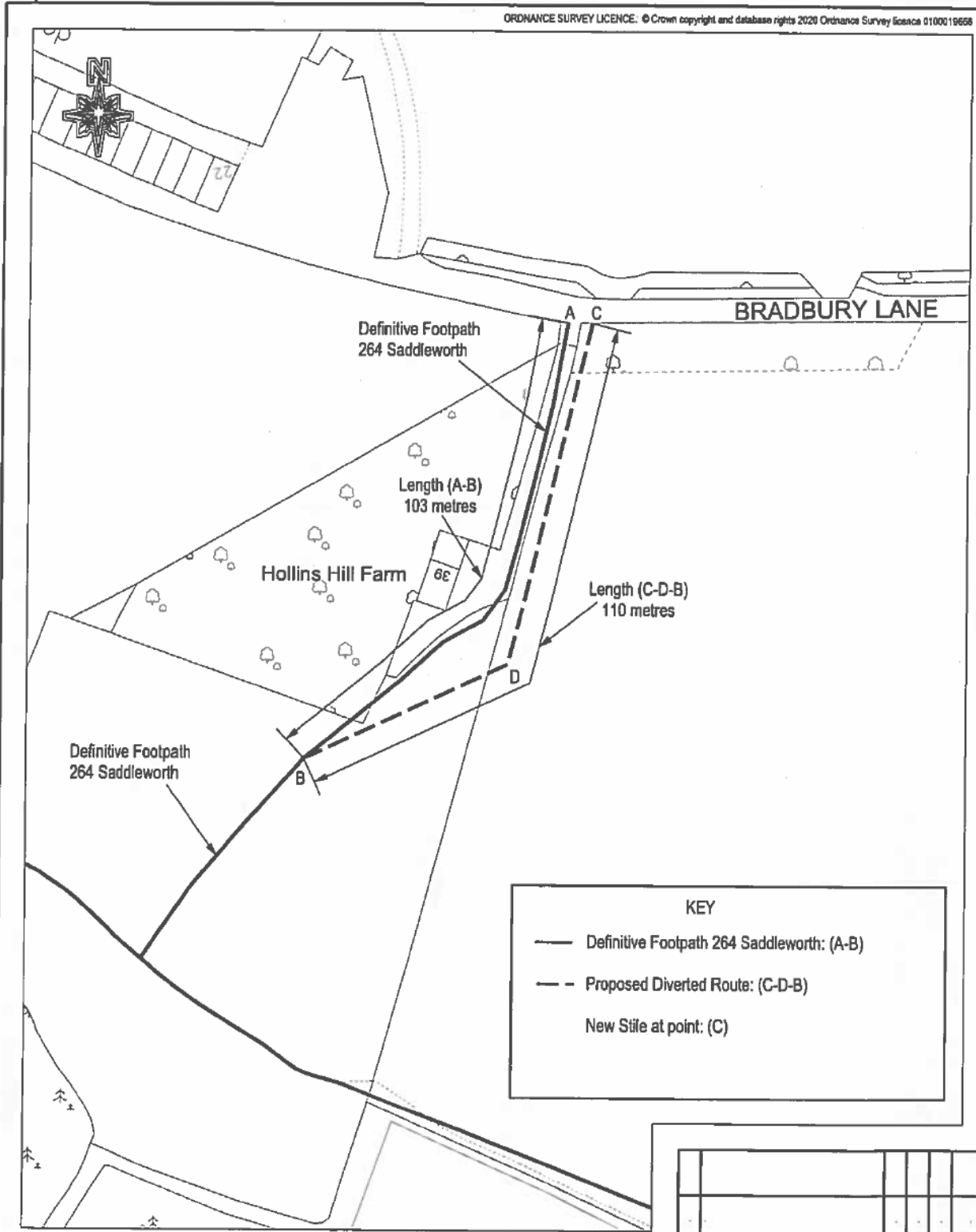
21 **Key Decision Reference**

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.



KEY

- Definitive Footpath 264 Saddleworth: (A-B)
- - Proposed Diverted Route: (C-D-B)
- New Stile at point: (C)

Rev	Revision details	By	Chk	App	Date

 Oldham Council	Saddleworth Parish Council Ward - Saddleworth South		Title Diversion of Public Highway Combined Order s119 Highways Act 1980 Diversion of Public Footpath 264 Saddleworth (part) and Wildlife and Countryside Act 1981 s53(2) Modification of the Definitive Map and Statement
	Project Hollins Hill Farm, Bradbury Lane, Greenfield		
Unitypartnership HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Drawn by RW	Date 01/20	Purpose of Issue Order Plan
	Checked by JG	Date 01/20	Scale at A4 size 1:1000
	Approved by GS	Date 01/20	Drawing No. PROW/A4/101

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Report to TRO Panel

Objections to Proposed Waiting Restrictions and Traffic Calming – London Road and Prince Charlie Street, Derker

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Andy Marsh, Traffic Engineer

Ext. 1958

19 March 2020

Reason for Decision

The purpose of this report is to consider 2 objections (see Appendix B) to the current proposal to introduce traffic calming on London Road and Prince Charlie St, Derker. Traffic calming proposals for Derker Street and Barry Street did not receive any objections. A verbal objection to a prohibition of waiting on London Road has now been resolved following consultation with the affected party.

Recommendation

Notwithstanding the objections received it is recommended that the Panel supports the introduction of traffic calming on London Road and Prince Charlie Street Derker as per the original proposal (in addition to Derker Street and Barry Street) shown in the schedule within the Delegated Report at Appendix A and waiting restrictions at London Road / Yates Street and Stoneleigh Road / Prince Charlie Street as now proposed in Appendix C.

Objections to Proposed Waiting Restrictions and Traffic Calming – London Road and Prince Charlie Street, Derker**1 Background**

- 1.1 The original proposals were approved under delegated powers on 26 November 2019. A copy of the report is attached at Appendix A.

2 Current Position

- 2.1 Two proposals were advertised on 20 December 2019 (traffic calming and waiting restrictions) at which time two letters of objection were received in relation to the traffic calming element and one verbal comment received regarding waiting restrictions at London Road / Yates Street). The revised (agreed) waiting restrictions are shown in Appendix C.
- 2.2 Two written objections have been received regarding traffic calming – see Appendix B.

Objection 1 – refers to a request to remove the speed cushion proposal from outside the complainant's residence on the basis that there is no justification for them, that there could be potential damage to the complainant's vehicle from driving over the cushion and that the proposals could worsen the road safety record of London Road.

The response is as follows –

Lack of Justification

The original TMU (Traffic Management Unit) report highlighted a total of 10 injury collisions over a 5 year period, albeit 70% of these incidents took place at the London Road / Derker Street roundabout. Whilst the Council is addressing the incidents at the roundabout, justification is warranted to treat the area as a whole, reducing speeds on those roads which feed into the roundabout and on Derker Street / London Road and Barry Street. Derker Street and London Road are becoming busier distributor routes which provide additional access to new residential development and local public services. Effective traffic calming relies on regular spacing of physical measures, although this is not always possible due to the presence of road junctions and private driveways etc. Although London Road has (fortunately) not had any reported road collisions in recent years it should not be excluded from proposals on that basis.

Diverting traffic onto alternative routes / Ramsey Street

The nature of the traffic calming measures being employed (speed cushions) are not overly obtrusive and not difficult to negotiate, hence the 2 pairs of speed cushions on London Road should not lead to a transfer of traffic onto other roads.

Support and placement of speed cushions

The proposed local safety scheme has been highlighted over a number of years and has been at the forefront of the St James Ward Councillors concerns. Many residents living in close proximity to the roundabout have been concerned about road safety in the Derker area as a whole, the proposed scheme is specifically proposed to address these issues. Very often, a compromise must be reached between all the factors under consideration.

Safety / Driveway locations

The whole point of traffic calming is for all highway users to travel at an appropriate speed for the given road layout, weather conditions, driving ability of the road user etc. Parked vehicles on the side of the road do, of course, mean that traffic momentarily drives around that obstacle at an appropriate speed and position on the road. The presence of advanced warning signage of the traffic calming should reduce speeds on both approaches.

Inappropriate use of funds

Capital funding is being used for this local safety scheme, road maintenance also has specific funding and it should be noted that the junction of Derker Street and Acre Lane has recently been resurfaced. Highway Inspectors regularly check the road surface on a programmed inspection route.

Haven Lane

If there are locations on Haven Lane that are not adequate then these will be addressed, the Highway Authority is currently assessing the traffic calming layouts on Haven Lane and Counthill Road and revisions / additions may be proposed in the near future.

Value for Money / costs

The measures proposed have been based on the knowledge and experience of implementing previous schemes and, where appropriate, new schemes benefit from this. It is not possible to reallocate funding from Capital schemes and Revenue (maintenance) budgets; the Highway Authority has strict guidelines for this which must be adhered to.

Placement of traffic calming measures / alternatives

The proposal for speed cushions for the majority of the traffic calming proposals has been made on a balanced view of the best compromise for the different classifications of vehicle types, on London Road for example the advice from TfGM is that cushions are the preferable choice for buses, on other sections of the route where there is HGV's usage, full width road humps are not advised due to their vehicle size and weight etc. Speed reduction signs without complementary physical measures have not been totally successful in other areas and mobile speed cameras rely totally on Police resources and enforcement, something outside of our control and could not be used on a regular basis. The reasoning behind the physical traffic calming measures is that they provide speed reduction as a permanent solution not just as a temporary measure.

Objection 2 - Request to relocate the speed cushion from the proposed location (30m from Vulcan Street)

Moving the location to approximately 22m from the Vulcan Street junction would lessen the effect of the traffic calming as vehicles would already be slowing for the junction itself and in the opposite direction vehicle speed would not be high as vehicles would have not accelerated much before reaching the cushions. With regard to the suggestion of providing a full width speed table on Vulcan Street, unfortunately traffic calming measures should not be implemented in isolation and the Council would have to consider this as part of a series of measures, for which funding has not been identified at present

3 **Options/Alternatives**

3.1 Option 1: To approve the original proposals for traffic calming and the amended proposals for waiting restrictions as shown in Appendix C

3.2 Option 2: Not to approve the original proposals.

4 **Preferred Option**

4.1 The preferred option is option 1.

5 **Comments of St James' Ward Councillors**

5.1 The Ward Councillors were previously consulted at TMU stage and comments were received in relation to the traffic calming and revision to the London Road / Yates Street waiting restrictions. The Councillors have been consulted again and Councillor A Cosgrove has commented 'the report explains the need for these traffic calming measures well and the lack of objections show the majority of Derker residents recognise the need for these traffic calming measures'.

6 **Financial Implications**

6.1 These were dealt with in the previous report.

7 **Legal Services Comments**

7.1 These were dealt with in the previous report.

8 **Co-operative Agenda**

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

9 **Human Resources Comments**

9.1 None.

10 **Risk Assessments**

10.1 None.

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- 11 **IT Implications**
- 11.1 None.
- 12 **Property Implications**
- 12.1 None.
- 13 **Procurement Implications**
- 13.1 None.
- 14 **Environmental and Health & Safety Implications**
- 14.1 These were dealt with in the previous report.
- 15 **Equality, community cohesion and crime implications**
- 15.1 Dealt with in previous report.
- 16 **Equality Impact Assessment Completed?**
- 16.1 No.
- 17 **Key Decision**
- 17.1 No.
- 18 **Key Decision Reference**
- 18.1 Not applicable.
- 19 **Background Papers**
- 19.1 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.
- 20 **Appendices**
- 20.1 Appendix A – Copy of Delegated Report
 Appendix B – Copy of Objections
 Appendix C – Proposed waiting restrictions
- 21 **Proposal**
- 21.1 Notwithstanding the objections received it is recommended that Option 1 be approved and the proposed Order be introduced as detailed in the schedule contained in the original report (traffic calming) and as detailed in Appendix C (waiting restrictions).

APPENDIX A
COPY OF DELEGATED REPORT

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

Officer contact: Andy Marsh, Traffic Engineer
Ext. 1958

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

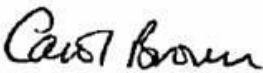
Waiting Restrictions

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

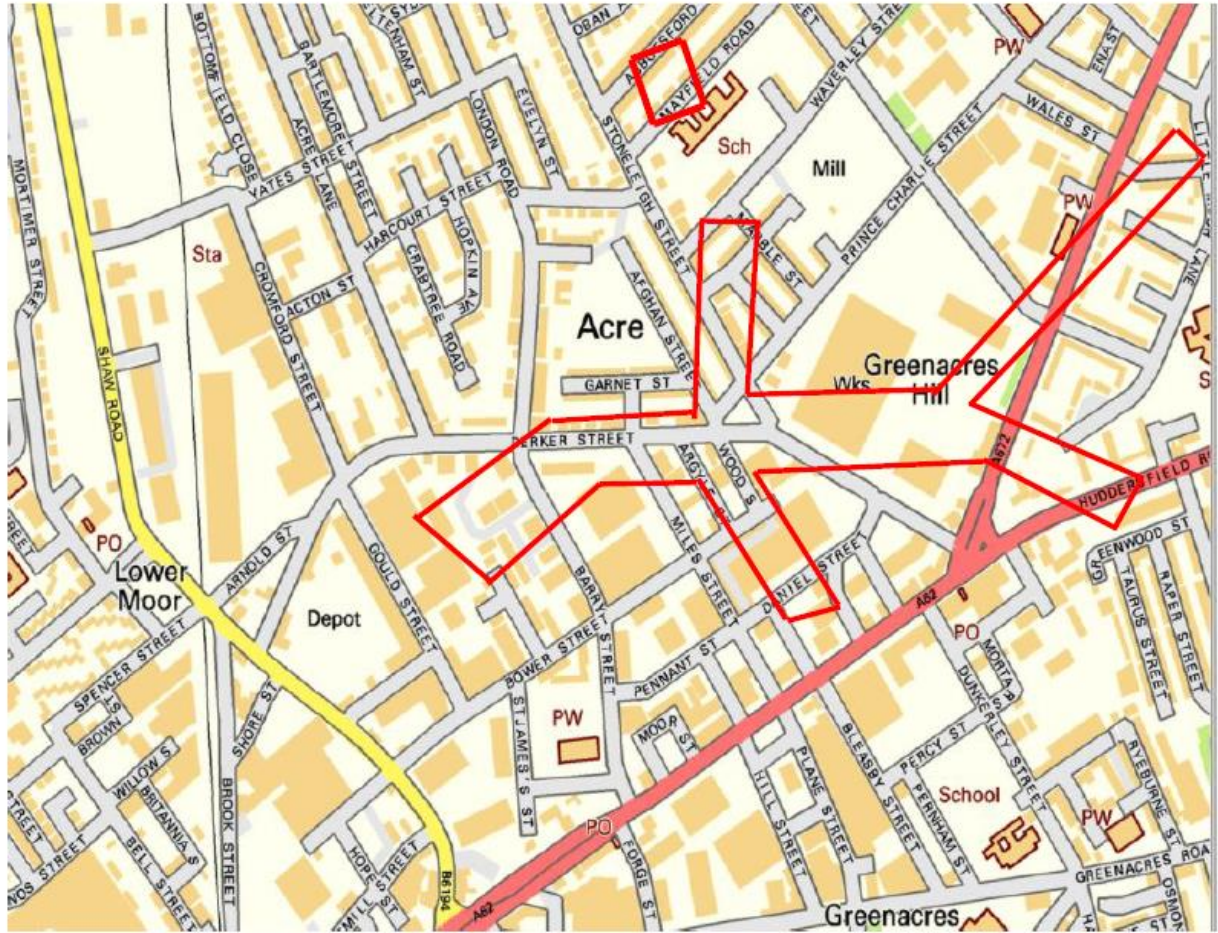
Add to Part 1 Schedule 1

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

<p>Decision maker</p> <p>Signed  Cabinet Member, Environmental Services</p>	<p>Dated: 26th November 2019</p>
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 26 November 2019</p>

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

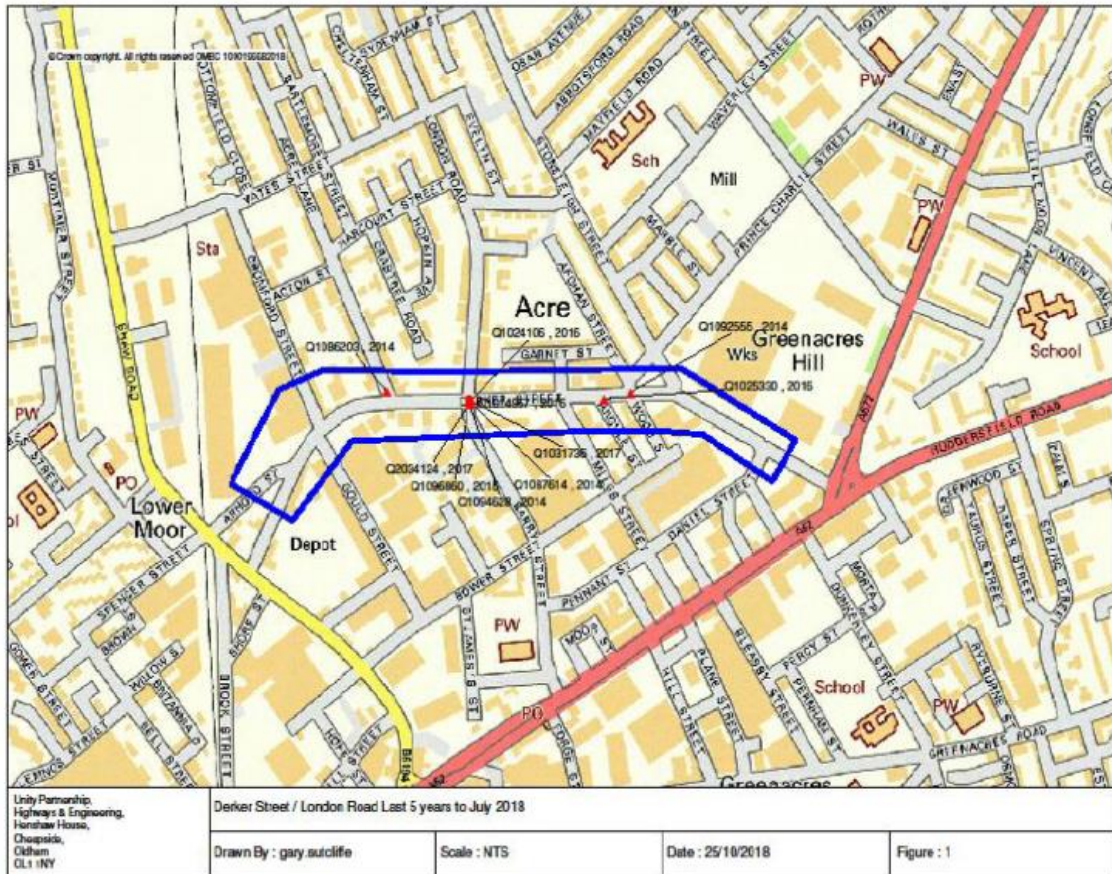
Notes

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

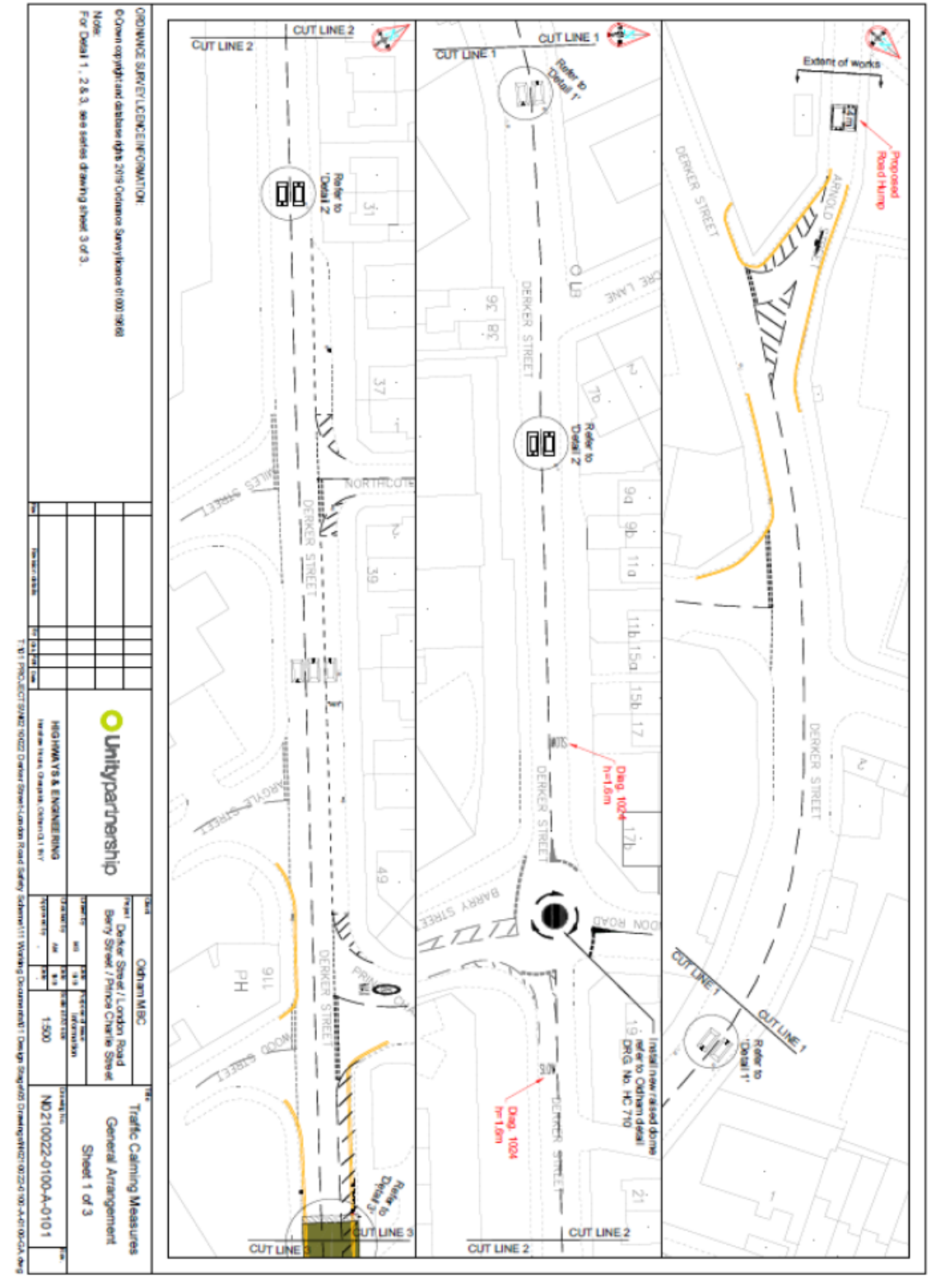
%>Speed Limit – 25.2%

%> Enforcement Threshold - 5.8%

APPENDIX 3



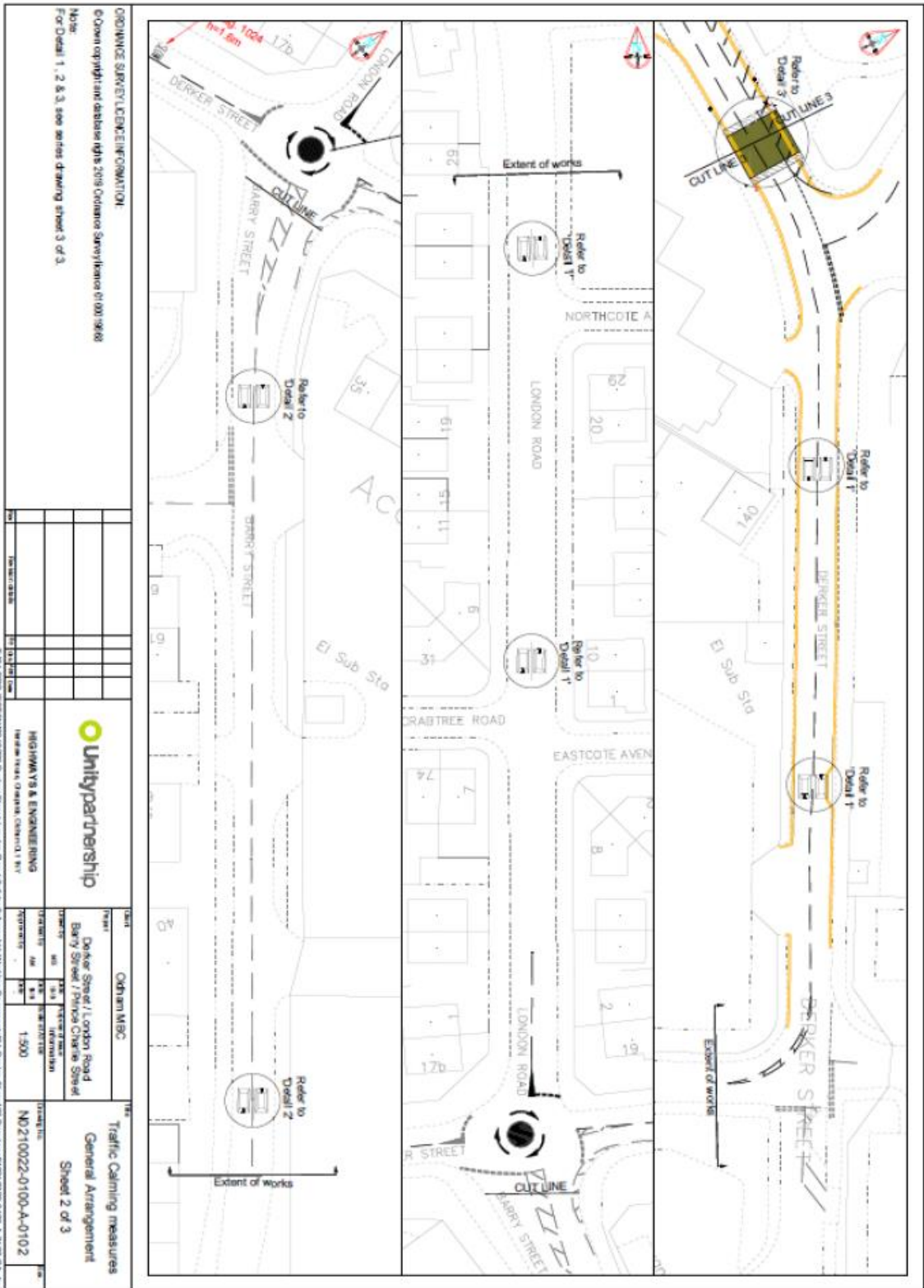
Traffic Calming Proposal Plans 1 of 3



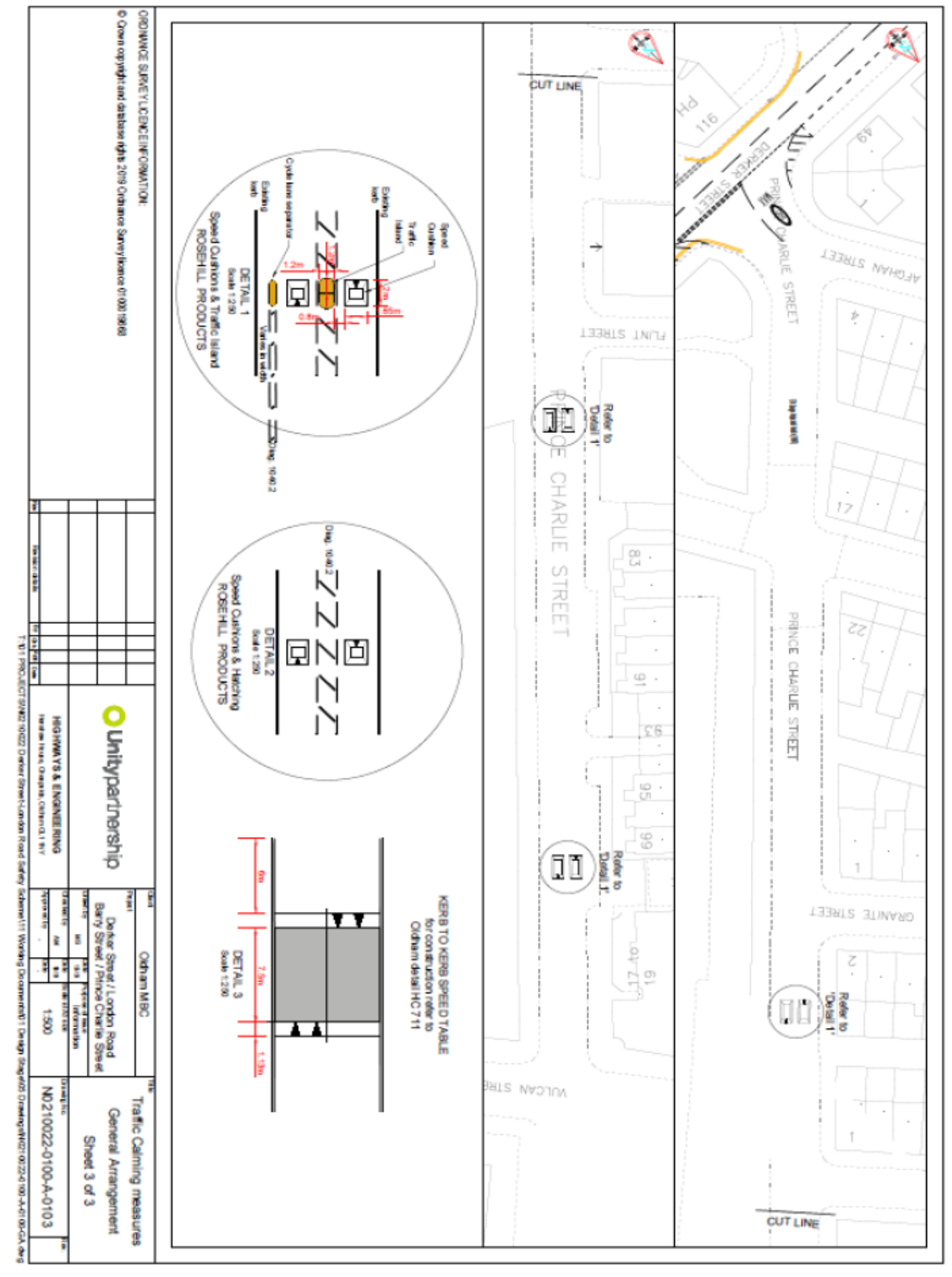
ORDNANCE SURVEY LICENCE INFORMATION:
 Crown copyright and database rights 2019 Ordnance Survey Licence 010019166
 Note:
 For Detail 1, 2 & 3, see series drawing sheet 3 of 3

		Unitypartnership	
		HIGHWAYS & ENGINEERING 116a St. James, Oxtford, Oxford OX1 1JY	
		Oxford MSC Derker Street / London Road Berry Street / Prince Charles Street	
		Traffic Calming Measures General Arrangement Sheet 1 of 3	
		Scale: 1:500 Drawing No: NO210022-0100-A-0101	
		T:\31 PROJECTS\2022\0221\Derker Street\London Road Safety Scheme\111 Working Documents\111 Derker Street\Drawings\NO210022-0100-A-0101\001.dwg	

Traffic Calming Proposal Plans 2 of 3

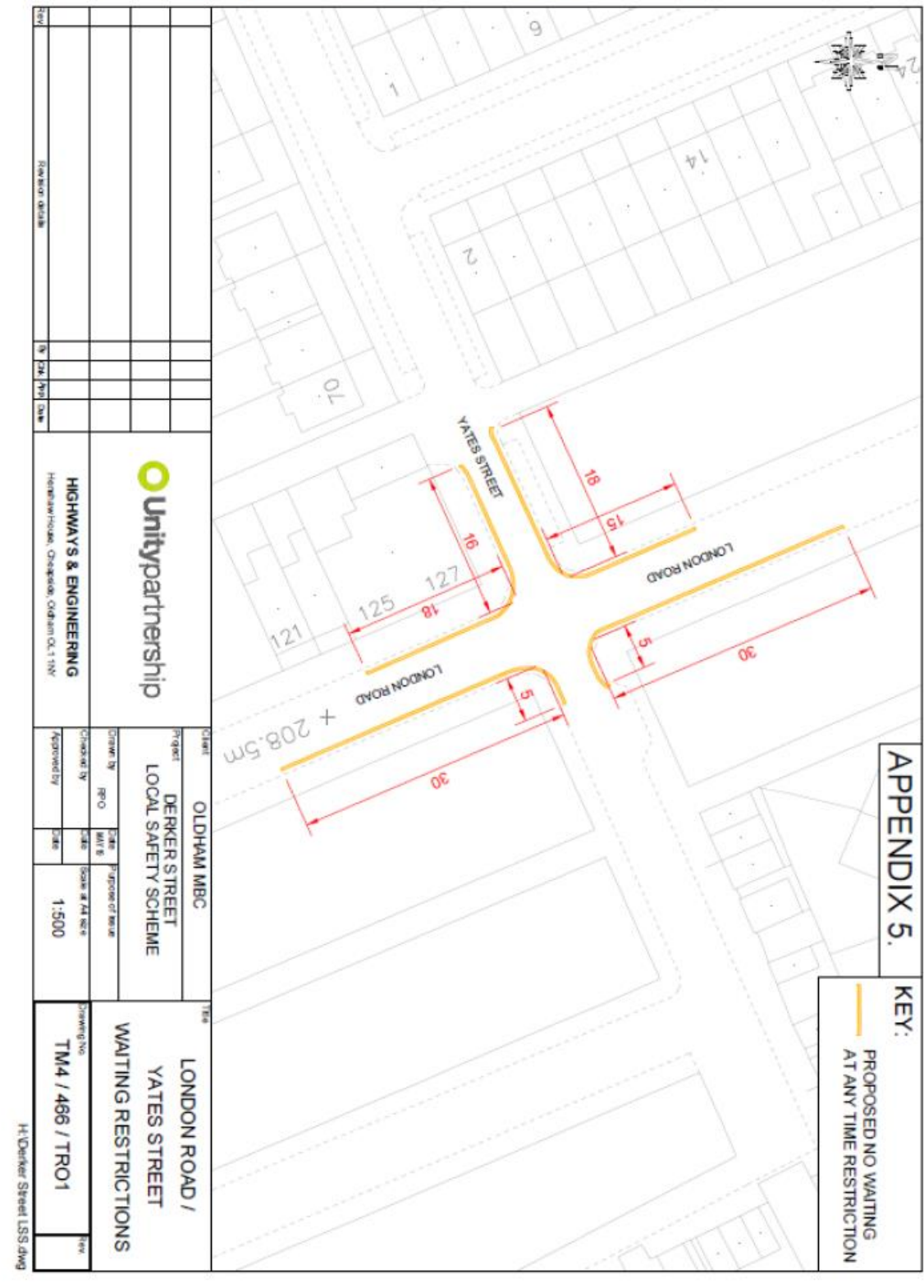


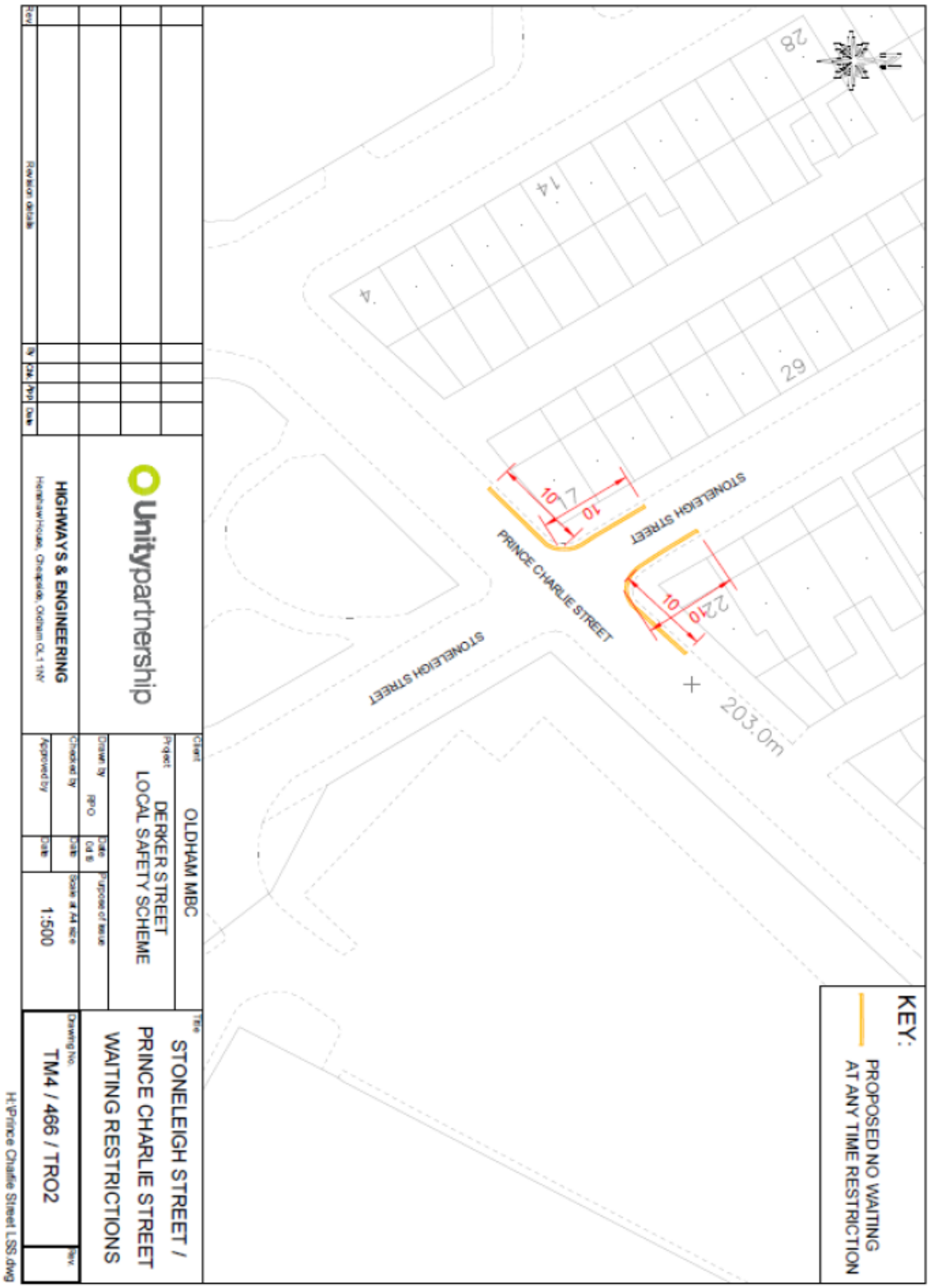
Traffic Calming Proposal Plans 3 of 3



APPENDIX 5

Proposed Waiting Restrictions – London Road / Yates Street





KEY:
 — PROPOSED NO WAITING
 — AT ANY TIME RESTRICTION

Client		OLDHAM MBC		Title		STONELEIGH STREET / PRINCE CHARLIE STREET WAITING RESTRICTIONS	
Project		DERKER STREET LOCAL SAFETY SCHEME		Drawn by		IP/O	
Drawn by		IP/O		Checked by		C/S	
Checked by		C/S		Approved by		C/S	
Scale		Scale of A4 size		Date		1:500	
Drawing No.		TM4 / 466 / TRO2		Rev			
Revision details		Rev		Date			

Unitypartnership
HIGHWAYS & ENGINEERING
 Headquarters, Chesapeake, Oldham OL1 1NY

H:\Prince Charles Street LSS.dwg

APPENDIX B
COPY OF OBJECTIONS

Objection 1

Dear Sirs,

Firstly, I would like to thank you for allowing me to oppose the placement of the traffic calming measures in my local area. As you can see I have taken a lot of time to produce this document and I hope you will take the time to consider what I, a resident of London Road, have to say.

What I would like to oppose

I would like to oppose the speed cushions that will be placed outside 25/27 London Road – my home.

Why I would like to oppose the speed cushion

In this letter I will discuss the following reasons:

- The Lack of justification
- Safety
- Inappropriate use of funds
- Alternatives

I know you are busy people but I hope you don't discount this letter out of hand. Of course, this is open to public inspection if anything happens.

The Lack of Justification

The amount of RTA's that have happened on London Road since 2014
(reference -<https://www.crashmap.co.uk>)

London Road has had no accidents for the five years the new houses have been built (Figure 1). It's much longer than that, but I feel including data before the new housing layout is irrelevant.

Accidents are denoted as follows:





Figure 1 – Evidence of 0 road traffic accidents on London Road in the past 5 years

As shown in the image above, there have been no accidents on London Road. There are roads in Oldham that are much more dangerous and have high levels of traffic and no traffic calming measures have been introduced.

The **1988 Road Traffic Act, Section 39**, puts a "**statutory duty**" on the local authority to undertake studies into road traffic collisions and to take steps both to reduce and prevent them. This highlights the legality of you being required to use facts and data to make these decisions. I've provided data to suggest the speed cushion in this area is unnecessary due to the lack of RTA's.

As many of the vehicles on London Road are travelling from the Derker tram stop, to avoid the new speed cushions they will be forced to use smaller side streets. As the plan only shows an additional speed cushion outside 25/27, it is reasonable to believe drivers will use the route below (marked in yellow) to avoid many of the speed cushions you wish to put in place (Figure 2). Note, this route was not included in the traffic calming measures.



Figure 2 – Alternative route – more dangerous

Ramsey Street/Afghan Street are the closest streets to the basketball court where children regularly play. Afghan Street, in particular, has a lot of parked cars that can conceal crossing children. By introducing the traffic calming measures you have laid out, you are encouraging more drivers down the side streets in the area. Creating a new problem.

A plan to include more speed cushions on London Road/ surrounding areas “in the future” does not cover for the problem you have created with the speed cushions you are putting in place. Again, when an accident happens on this road, the traffic calming measures will have made it statistically more dangerous.

When I looked into road traffic accidents in the local area, I did notice that there have been several accidents at the roundabout on Derker Street (Figure 3).

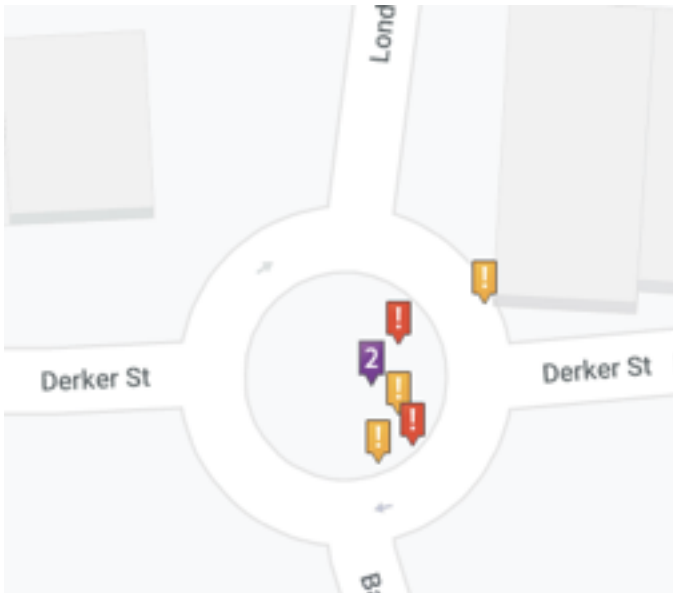


Figure 3 – Accidents on Derker Street roundabout

This aligns with my experience at this roundabout. It is hazardous and I think any measures that are taken to improve the road safety in that area would be beneficial to the residents. I can understand why speed cushions are necessary in this area and I agree something should be done.

Please note - when an accident happens on London Road, after the introduction of speed cushions, the road will have become statistically more dangerous.

Who is supporting this?

After speaking to Andy Marsh he told me that local people are supporting this idea. What I understood him to mean was that very few people have complained. This negative support model is more about apathy than support.

Best placed?

Andy Marsh kindly came to meet me "onsite", at my home on 09/01/2020. He explained why the location of the speed cushion had been chosen and noted that in this small section of the road, there was nowhere else to introduce any speed cushions. The reason was due to the design of the road with junctions, drop driveways and the bus stop outside 29/31.

Since the planners who developed the new estate were not asked to take into consideration speed cushions, there was only one place in this area of the road deemed suitable and that was outside my house. When Oldham council permitted Keepmoat to build the houses who talked to the planners about the layout?

The highest pedestrian footfall on London is further up towards the local corner shop. While this area has fewer houses, it is consistently busy with people going to the shop and walking to the local park. It is also the area where both roads coming from the tram stop can connect to London Road (as shown above). Why was this area not considered?

Safety

The safety of implementing the speed cushions on that area of the road

Not only was the housing layout not designed well. The two-person driveway accommodates cars in a line – meaning if the car closest to the house wants to get off the drive, two people have to move their car (Figure 3). Figure 3 shows my neighbours car on their driveway next to mine.



Figure 4 – My two-car drive – car close to the road

The practicalities of this do not affect me, I live alone in a single-car household. However, for my neighbours next door with baby and full-time jobs, rearranging cars on this type of drive is an unnecessary hassle. So one of them parks on the road and one on the drive. I don't blame them. It ensures that leaving the house is not a two-person job.

Where my neighbour parks his car is directly where the speed cushions have been outlined to go. This means that I will have to drive on the wrong side of the road to use the speed cushion, as intended, just to pull onto my drive. As there are no other speed cushions further up of London Road people are free to speed down the road, round a corner which means I face the possibility of a head-on collision, at speed, every time I want to pull onto my drive.

This will not just be me; this will also be the bus that stops outside 29/31 and all other road users. Consider the unnecessary danger this puts people in. When an accident happens because someone has had to drive on the wrong side of the road to use the speed cushions correctly, you have been made aware of the danger.

Ramsey Street

As I have mentioned these speed cushions will encourage motorists to avoid the area and choose the already dangerous route of Ramsey Street/Afghan Street. Have you told the residents to expect increase road traffic as a result of these speed cushions? Any future accident will turn the spotlight on this decision.

Inappropriate Use of Funds

The state of disrepair of our roads in Oldham and the poor placement of the speed cushions in other areas

Having lived in Oldham for my whole life and driving for over 10 years I am aware of the road conditions in the town. Here are some of the areas that sorely need attention and are being ignored. It is unacceptable to spend more money on a new road without funding other areas of Oldham that sorely need it. The state of the roads in Oldham are another reason why I have little faith in Oldham's ability to introduce speed cushions.

Haven Lane

This speed cushions were introduced on Haven Lane in 2018. The speed cushions were introduced but potholes in the road were not taken into account. This is terrible for a driver on this road. Another thing that could not have possibly have been taken into account, the number of parked cars on the lane.

I took a walk up to Haven Lane to see the conditions there. I witnessed a car mounting the curb to be able to get past the cars and not hit a speed cushions incorrectly – while a woman was walking her dogs on the pavement. Please take some time to watch what the introduction of speed cushions have done to that road and the new danger it has introduced.

Local drivers will not thank you for spending money on speed cushions when it could be spent on fixing potholes.

Do local residents know how much this will cost?

Figure 5 shows the costs of a previous similar traffic-calming scheme:

10.2 Capital Implications

Estimated costs for the Traffic Calming Scheme and introduction of a 20mph zone at Haven Lane, Oldham are £50,050. A breakdown of these costs on cost centre M0905 is shown in the table below: -

Item	£
Design (Unity Fees)	£9,175
Construction	£39,875
TRO Advert	£1,000
Total	£50,050

Section 106 monies have already been allocated for this scheme, - DB 356 Land at Haven Lane, Oldham (PA/333390 &336318), decision reference D2898

Figure 5 – Example costs of new traffic calming scheme

Local residents will not thank you for spending this amount of money when it cannot be justified. I have identified a cheaper, more environmentally friendly alternative. I would suggest that Oldham are aware of the amount of money that a traffic calming scheme costs, which makes not planning the road layout with Keepmoat even worse. I have raised the following questions for your consideration:

-
- Why is money being spent on speed cushions but not filling in potholes?
 - How is it decided that road cushions are introduced when money could be spent elsewhere?
 - Would not having the speed cushion outside 25/27 London Road affect the traffic-calming scheme?

The cost implications it will have for me due to damage to my car

It is well known that speed cushions cause damage to cars even travelling at a slower speed. When Andy came to discuss the speed cushions I asked why speed cushions could not be put near a junction. Andy said this was to ensure that cars did not hit the cushion incorrectly. I pointed out this is what you are asking me to do every day. You will inevitably be responsible for any costs that would be incurred.

I have done some research and found that: "Most experts say driving over speed bumps the way you're supposed to and not too often, won't damage your car. Pre-existing wear to the car would decide most damage (such as bad alignment, worn tyres, or weak suspension) or hitting the speed bumps too fast. Yet, if you drive over them often, your vehicle may incur damage, so avoid these areas if possible during daily journeys."- (reference - <https://www.petrolprices.com/news/fifth-drivers-speed-bumps-damaged-cars/>)

I can't do this, it's going right outside my house!

The logic of where the traffic-calming measures are (and aren't) being introduced.

Could you explain why there is money to introduce speed cushions in this area but not further up the road towards Sydenham Street?

If you want to calm traffic and have reason to believe that London Road is a cut-through, then you seem to believe that everyone stops driving at my house. People may be travelling from the local tram stop to London Road – however, if this has been taken into account why would you not assess Harcourt Street and Yates Street? Baring in mind Yates Street has had more accidents on it than London Road (Figure 6).

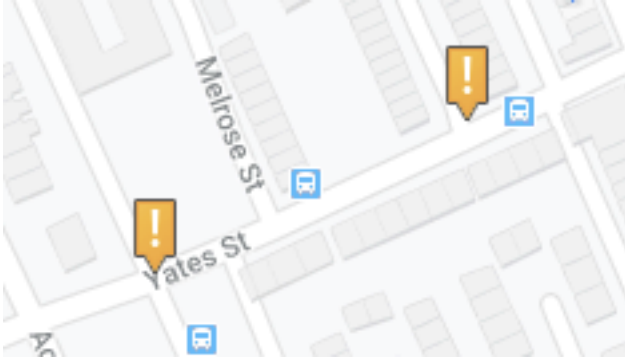


Figure 6 – Accidents on Yates Street in the past 5 years

Similarly, the footfall further up London Road is much higher due to people going to the local shop and towards Stoneleigh Park. Is there any reason why this area was not included in the plan?

My question remains, if you believe that there is a high level of people are speeding in that area, you have a part of the road that has much greater pedestrian footfall just up the road. Why do you see fit to only implement speed cushions around the new builds?

I was told the reason why further speed cushions were not put further up the road was because there weren't as many houses there. I would like to point out that the place you have decided to put this cushions – there aren't as many houses there are on the rest of the road.

I don't know why the decision was made to only put speed cushions at one end of London Road. If the argument is that this is for the resident's welfare, can I ask why all the residents of London Road and the surrounding area are not equally important? I have to wonder if Keepmoat's money is still ready to be spent.

Alternatives

When Andy was on site I asked if other methods of traffic calming measures had been considered, because there were limited places to put speed cushions. He said yes but could not provide any evidence of the considerations or why they were ruled out.

Research completed by GOFAR found that traffic calming measures in the form of speed cushions and bumps cause a 60% increase in the emissions. (reference - <https://www.gofar.co>) In this day and age, we should know better than contributing to this. Reducing emissions

should be a top priority. I would prefer that an increase in emissions was not happening on my street and outside of my house. Particularly when it is not necessary. I would like to look at options that encourage a driver to drive 20mph or below the whole way up the street, instead of only over the speed cushions.

The following are some options that would be better for the environment:

1. Speed reduction sign

- Studies show a reduction in speed reductions by 10% to 20% in an area where there is a speed reduction sign (reference <https://www.radarsign.com/how-effective-are-radar-speed-signs>)
- Encourages a slow speed for a longer period
- Solar-powered and require little to no maintenance vs. the cost and maintenance of speed cushions
- No discomfort to road users
- Portable so could move further up the road
- Much cheaper than speed cushions (£6000 vs. £13000 for 4 speed cushions)
- No noise pollution for residents that have speed cushions outside their house

2. Mobile Speed Camera

- Will reduce speed and be cost-effective
- Encourages a slow speed for a longer period
- No discomfort to road users
- Portable so could move further up the road
- Not permanent
- No noise pollution for residents that have speed cushions outside their house

3. Reduced speed limit

A further method would be to reduce the speed limit on the road to 20mph. On London Road, in particular, the speed limit is not clear. When the road was resurfaced (2017) there were markings on the road saying it was a 20mph road. These have since been removed. It is only since speaking to Andy that I found out the road was changed back to 30mph.

4. Full-width speed hump

This would be a safer alternative because people will not have to go on the opposite side of the road to go over it. It is also harder to hit an incorrect angle.

In Summary

I was told that the only way that this appeal would be considered is to provide an alternative place for the speed cushions to go. I have already outlined the fact that:

- No facts and data have been provided to support the introduction of traffic calming measures in this part of London Road.
- You are aware that there are roads with a higher population of residents, more footfall and more traffic that were not included.
- London Road is not used as a cut-through in the same way that Derker Street is.
- Planners did not design the road for these speed cushions. Yet this was all signed off on by the local government.
- The danger of using a speed cushion on the wrong side of the road.
- The previous road where speed cushions have been introduced and failed (Haven Lane).

For those reasons I propose that there are no speed cushions are put outside 25/27 London Road at all. No evidence has been provided that speeding is an issue at the bottom end of London Road but nowhere else.

Even though you cannot provide me with any written evidence that you have considered any other alternatives to speed cushions, I have done my own research. As the road was designed with very limited areas for speed cushions it was clear this wasn't considered. Further alternatives are:

- Implement a 20mph speed limit with clear and correct signage.
- Introduce mobile speed cameras - this will a) assess how many people do speed on that road and b) reduce speeding due to financial penalty for the people committing the offence, not the residents.
- Speed reduction sign.
- Full-width speed hump

I have provided evidence as to why the speed cushion outside 25/27 it is not required. I have provided alternative methods that would be feasible using the data I have at my disposal. I have pointed out increased safety risk resulting from a speed cushion and what this will do road safety and my safety. I have shown that you cannot be trusted to ensure the road is kept to a safe standard. Similarly, you cannot be trusted to plan road layouts correctly and appear to be spending money without reason.

If you cannot justify this speed cushion – please do not spend the money on it.

Objection 2

With regards to the traffic proposals for our area we are very much in favour. We would like to propose an amendment to the speed cushions on Prince Charlie St. 30m south of Vulcan St. this would put the cushion adjacent to our parking cut out .

If our parking area was empty it could be used to avoid the pad , also cars could be damaged when parking there if drivers come too close . If it was placed at 22m south of the junction with Vulcan St. it would be adjacent to the pavement so could not be avoided . Photograph enclosed .

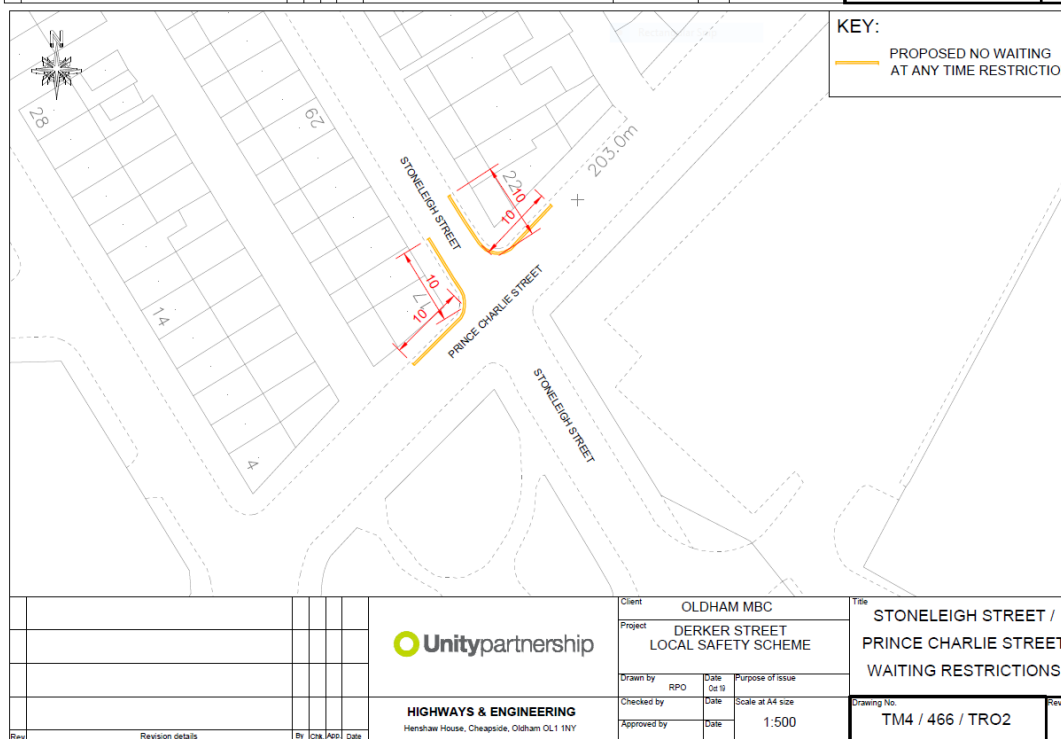
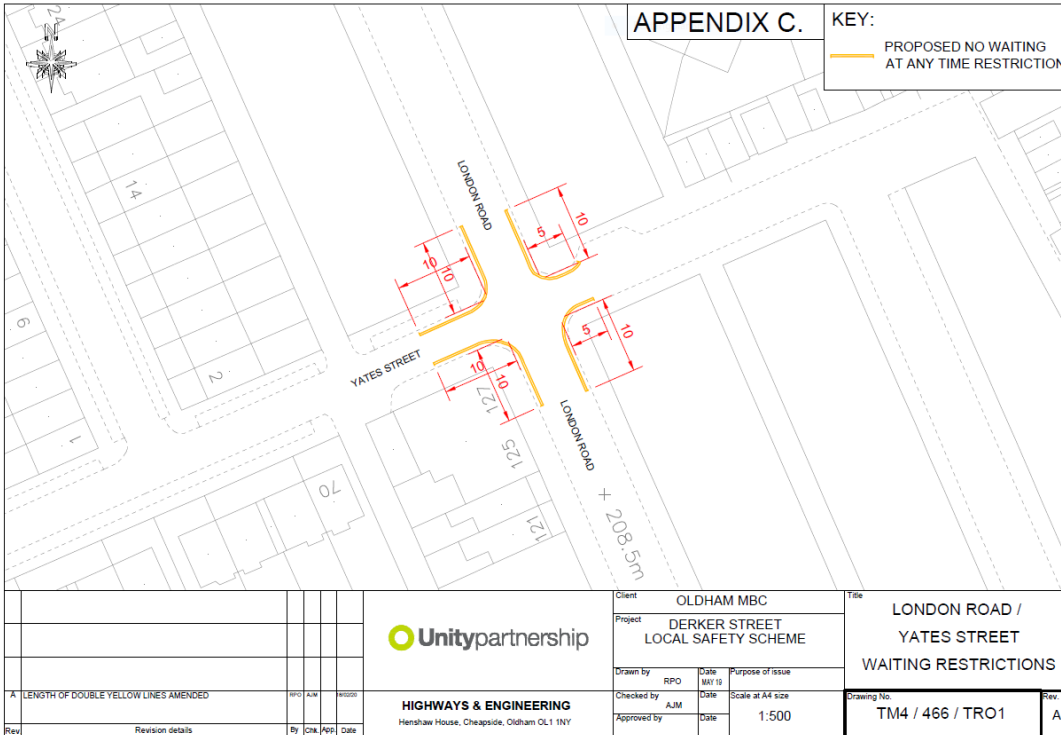
We would also like to propose a Full Carriageway Width Speed Table on Vulcan St 30m east of its junction with Prince Charlie St. over the years there as been numerous accidents at this juncture .

This might deter articulated lorries from entering this area . We would like the council to look more at Vulcan St. in an attempt to slow the traffic speed down, this road is the gate way to three schools some drivers treat it like a race track.

Regards

Resident of Prince Charlie St.

APPENDIX C
PROPOSED WAITING RESTRICTIONS



Revised Waiting Restrictions (FEB 2020)

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 10 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 10 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 10 metres in a northerly direction and 10 metres in a southerly direction	At any time
London Road (East side)	From its junction with Yates Street for a distance of 10 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

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