



Oldham
Council

Delegated Decision

Proposed Traffic Calming - Partington Street, Kershaw Road and James Street and Extension of 20mph Zone, Failsworth (M1038)

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Marsh, Traffic Engineer
Ext. 1958

18 February 2021

Purpose of Report

The purpose of this report is to consider the implementation of traffic calming measures and the extension of the existing 20mph zone in the vicinity of Partington Street and Brierley Avenue, Failsworth.

Recommendation

It is recommended that the traffic calming measures and 20mph zone extension associated with the scheme are approved, in accordance with the schedule and appendices at the end of this report.

Proposed Traffic Calming Measures – Partington Street, Kershaw Road, James Street and 20mph Zone Extension, Failsworth

1 Background

General Conditions

- 1.1 The purpose of this report is to seek approval to introduce traffic calming measures and extend the existing 20mph zone in the vicinity of Partington Street, Kershaw Road and James Street, Failsworth. A general location plan is attached in Appendix 1.
- 1.2 Further to the construction of residential properties on the former Failsworth Lower School site, Partington Street has seen an increase in traffic and complaints of excessive traffic speeds are regularly being reported. Due to the increased pedestrian activity, the additional locations would benefit from traffic calming measures which would complement a wider 20mph zone.

2 Traffic Surveys

- 2.1 A traffic survey undertaken on Partington Street indicated that the 85th percentile speed (a definition used to determine speed limits) was 30.6mph, exceeding the current speed limit in force and inappropriate for a residential area in close proximity to schools in the area.

3 Road Safety

- 3.1 2 slight personal injury accidents have been recorded in the study area during the last 5 years, one occurring on Partington Street and the other on Kershaw Road.

4 Justification / Proposals

- 4.1 The increase in housing density in the area and the close proximity to schools in the area - St Johns Primary School and Failsworth Academy; the proposals will enhance road safety for schoolchildren and parents walking and / or cycling to both educational facilities.

A current 20mph speed limit is in operation on part of Brierley Avenue; this covers the School Safety Zone for Failsworth Academy between the junctions of Ashton Road East to a point 50m east of Paulden Drive. With the introduction of the proposed traffic calming proposals it is proposed that the 20mph zone be extended to cover the remaining length of Brierley Avenue (to its junction with Lord Lane) and include the full lengths of Partington Street, Kershaw Road, James Street and those roads leading from Lord Lane onto Partington Street and Brierley Avenue; (it should be noted that Brierley Avenue is already traffic calmed along its full length). Signage indicating the extended 20mph zone will be erected at the entry points off Lord Lane and Ashton Road East / West.

The preferred option is to approve the introduction of a series of physical Traffic Calming Measures as shown on drawing attached and detailed in Schedules 1 and 2 at the end of this report.

5 Justification

5.1 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.

6 Options/Alternatives

6.1 Option 1: To approve the recommendation

6.2 Option 2: Not to approve the recommendation

7 Preferred Option

7.1 The preferred option is to approve Option 1 ie the introduction of the traffic calming proposals and extension of the 20mph zone as shown in the following schedules and on the plans in Appendices B and C.

8 Consultations

8.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.

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

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

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

9 Comments of Failsworth East Ward Councillors

9.1 The Ward Councillors have been consulted and Councillor N Briggs, Councillor E Jacques and Councillor B Hobin support the proposal.

10 Financial Implications

- 10.1 The estimated cost of the implementation of traffic calming measures in the vicinity of Partington Street, Kershaw Road and James Street is £22k as detailed below:

<u>Revenue</u>	£
Advertisement of Order	1,500
<u>Capital</u>	
Construction Cost, traffic signs and road markings	19,000
Fee and site supervision	1,500
Total Capital	20,500
TOTAL	22,000

- 10.2 The capital element of the proposal (£20.5k) will be charged to the relevant scheme within the Transport Capital Programme. It should be noted that £0.8k of the £45k scheme allocation has been committed, leaving a balance of £44.2k, which is sufficient to accommodate the cost of this scheme.
- 10.3 The advertising expenditure of £1.5k will be charged to the Highways Operations Revenue Budget.
- 10.4 The capital element of this scheme is financed by Local Transport Plan (LTP) Highway Maintenance Grant.
- (John Edisbury)
- 10.5 It is acknowledged that the Council's approved strategy is to locally ringfence the LTP Highways Maintenance Grant to the Highways Service. However, when the 2020/21 to 2024/25 Capital Strategy and Capital Programme were approved there was some financial certainty and the Council had a reasonable understanding of the financial challenge it was facing. The position has changed with the impact of the COVID-19 pandemic.
- 10.6 The financial implications of the pandemic remain difficult to assess as much depends on the length of time the emergency continues, the level of Central Government support and Council priorities. The Council must give itself as much flexibility as possible to adjust its capital spending plans as it responds to the demands of a changing public sector environment having regard to the reduced resources that it is likely to have for the foreseeable future.
- 10.7 It is therefore essential that no decision is made to commit resources without having regard to the wider financial and on-going service delivery requirements/implications.

10.8 A commitment to the transport scheme included in this report must therefore be considered in the context of potential future competing demands for capital resources. This must therefore be considered a high priority.

10.9 Regard must also be had to the Council's financial risk minimisation strategy.

(Anne Ryans, Director of Finance – S151 Officer).

11 Legal Services Comments

11.1 The power to introduce road humps/speed cushions is contained in s90A Highways Act 1980. There is a requirement to consult various bodies before introducing them and giving a minimum of 21 days notice for objections. The Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals.

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

11.3 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

12 Co-operative Agenda

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

13 **Human Resources Comments**

13.1 None.

14 **Risk Assessments**

14.1 None.

15 **IT Implications**

15.1 None.

16 **Property Implications**

16.1 None.

17 **Procurement Implications**

17.1 None.

18 **Environmental and Health & Safety Implications**

18.1 Energy – Nil.

18.2 Transport – Nil.

18.3 Pollution – Nil.

18.4 Consumption and Use of Resources – In accordance with current specifications

18.5 Built Environment – Alteration to visual appearance of area

18.6 Natural Environment – Nil.

18.7 Health and Safety – The scheme will create a safer environment for pedestrians

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

19.1 Nil.

20 **Equality Impact Assessment Completed?**

20.1 No.

21 **Key Decision**

21.1 No.

22 Key Decision Reference

22.1 Not applicable.

23 Background Papers

23.1 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.

Traffic Calming Proposals

Schedule 1

Speed Cushions (pairs)

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
James Street	10 metres north west of Timson Street
James Street	10 metres south east of Tatchbury Road
Kershaw Road	40 metres south east of Ashton New Road
Kershaw Road	10 metres north west of Tatchbury Road
Partington Street	30 metres south east of Ashton Road West
Partington Street	25 metres south east of Totton Road
Partington Street	30 metres north west of Wagstaff Drive
Partington Street	12 metres north west of School Road

Schedule 2



20mph Zone Extension

Introduce a 20mph zone along the following streets

Road	Description
Partington Street	Its full length
Kershaw Road	Its full length
James Street	Its full length
Cormallen Grove	Its full length
Timson Street	Its full length
Tatchbury Road	Its full length
Totton road	Its full length
Siverbirch Way	Its full length
Saint John's Gardens	Its full length

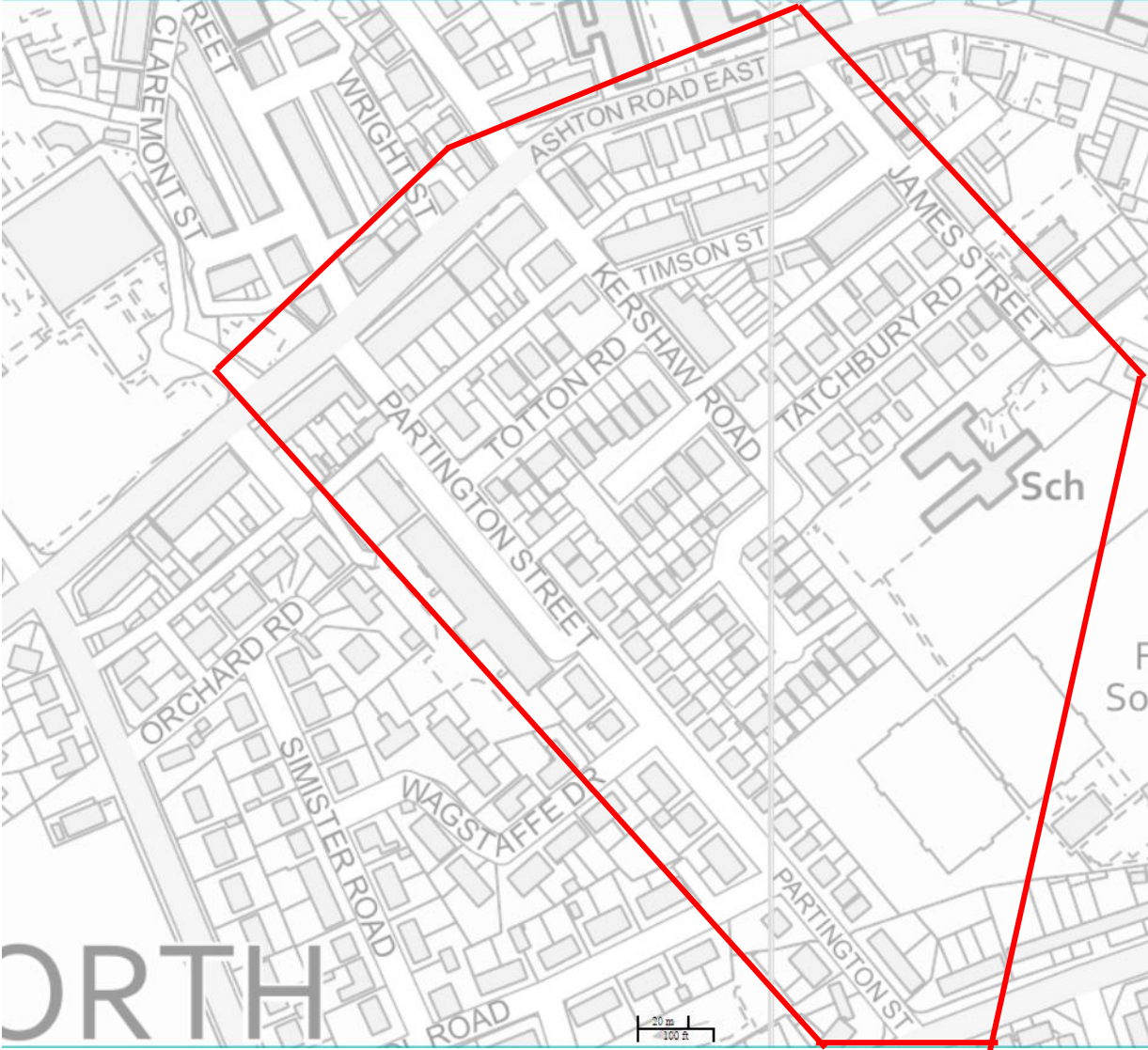
Wagstaff Drive	Its full length
Simister Road	Its full length
Orchard Road	Its full length
School Road	Its full length
Cemetery Road	Its full length
Broome Grove	Its full length
Brierley Avenue	Its full length
Laycock Crescent	Its full length
Laycock Grove	Its full length

APPROVAL

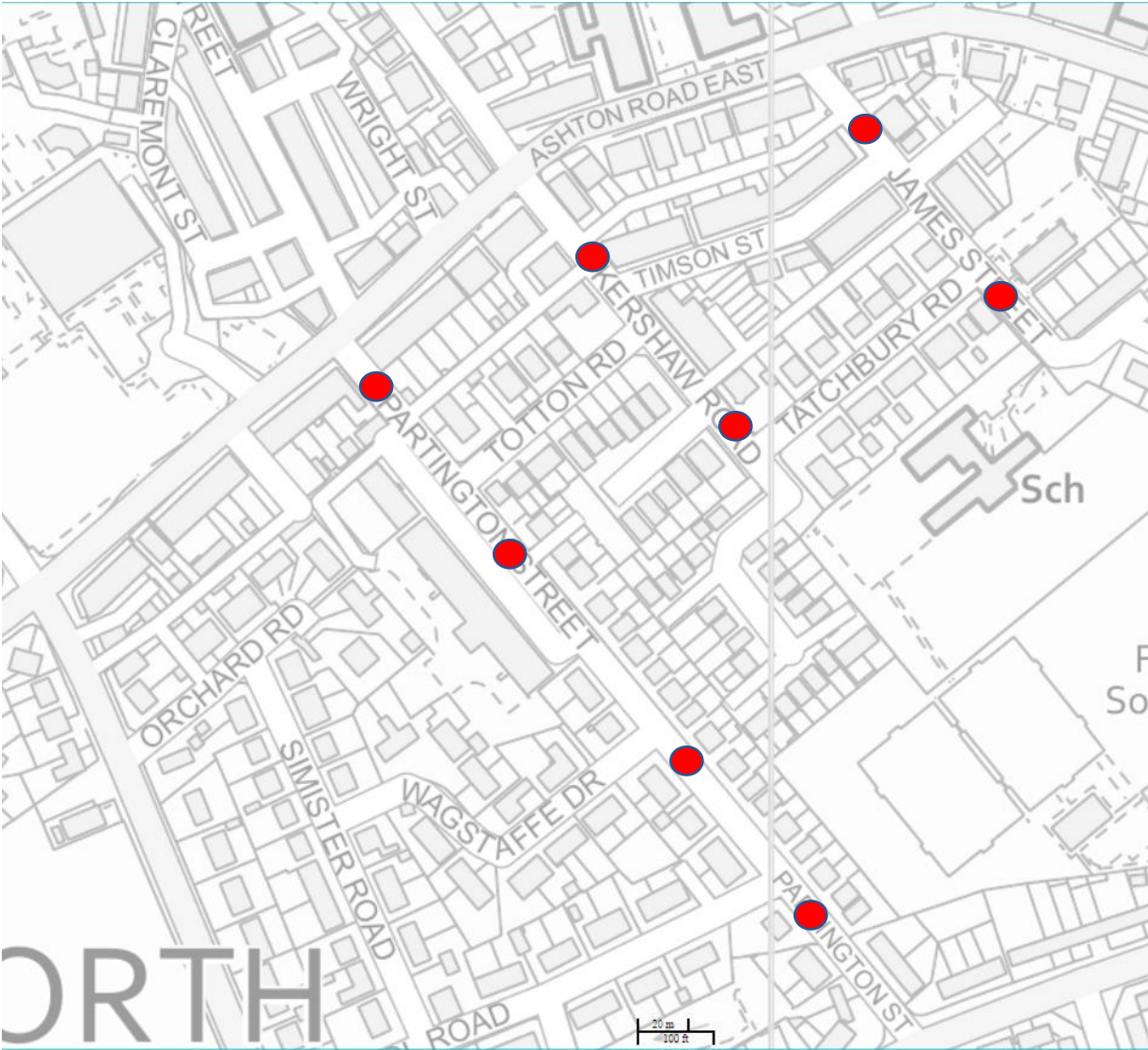
<p>Decision maker</p>  <p>Signed Cabinet Member, Neighbourhoods and Culture</p>	<p>Dated 23 February 2021</p>
<p>In consultation with</p>  <p>Signed Director of Environmental Services</p>	<p>Dated 22 February 2021</p>

APPENDIX A

TRAFFIC CALMING LOCATION PLAN



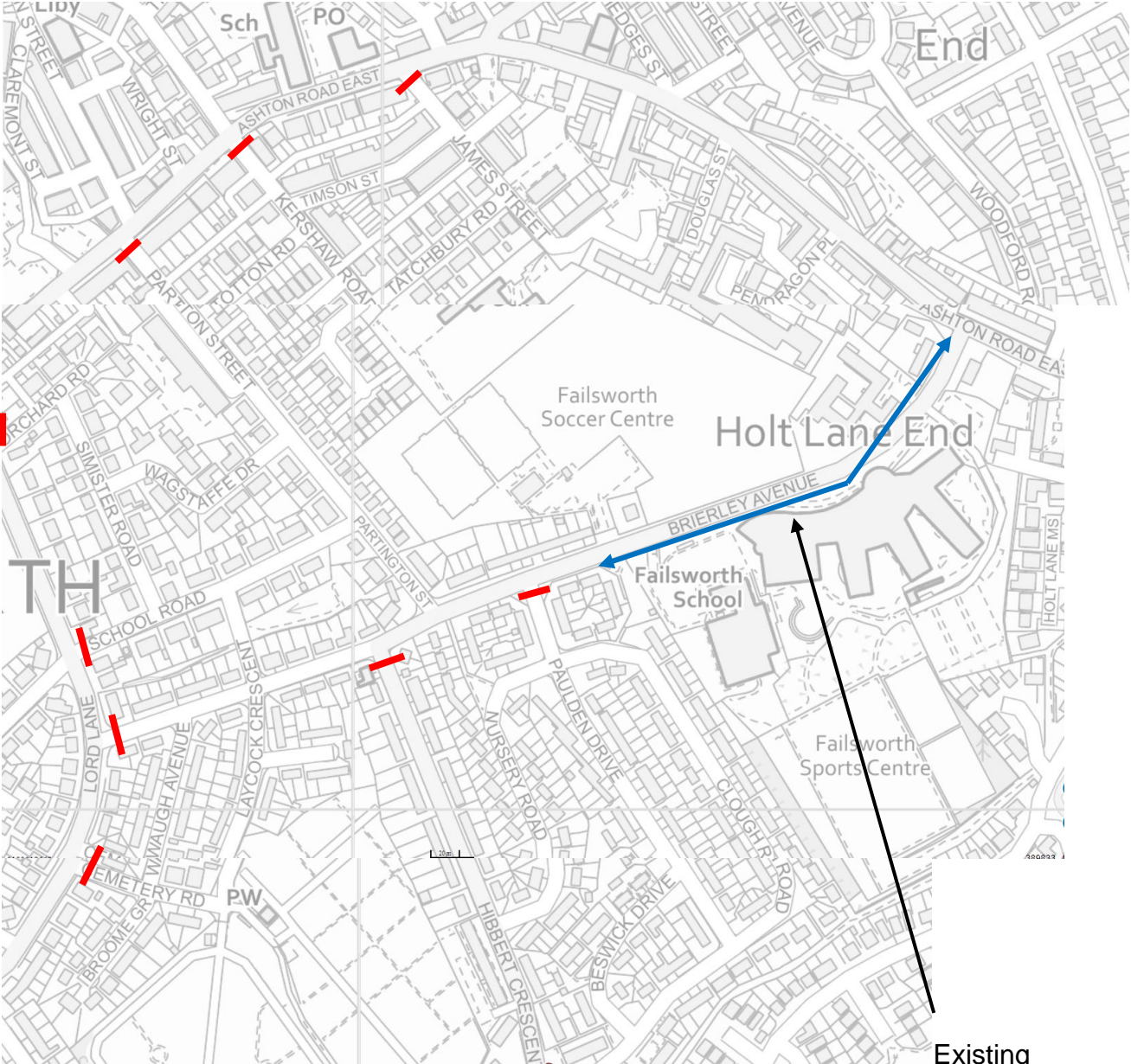
APPENDIX B - PROPOSED SPEED CUSHION LOCATIONS (PAIRS)



Key

- Proposed Speed Cushions (pairs)

APPENDIX C – EXTENSION OF 20 MPH ZONE



Existing 20mph

Key

20mph Zone entry points