



Oldham
Council

Delegated Decision

Proposed Extension to 20mph Zone - Roundthorn Road, Moorhey Street (part) and Cranberry Street, Glodwick (M0314)

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Marsh, Traffic Engineer
Ext. 1958

24 February 2021

Purpose of Report

The purpose of this report is to consider the implementation of traffic calming measures to supplement existing traffic calming measures on Roundthorn Road and the extension of the adjacent 20mph zone.

Recommendation

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

Proposed Extension to 20mph Zone - Roundthorn Road, Moorhey Street (part) and Cranberry Street, Glodwick

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 on Roundthorn Road, Glodwick. A general location plan is attached in Appendix A.
- 1.2 An existing 20mph zone and traffic calming scheme is in place on Roundthorn Road from a point approximately 330m from Manor Road to a point 25m south of its junction with Salisbury Road. The existing traffic calming on this length of Roundthorn Road consists of speed cushions, a raised Zebra Crossing, speed tables, junction plateau and a traffic island.

2 Traffic Surveys

- 2.1 Unfortunately no recent traffic surveys have been recorded in this vicinity, however, sample “before and after” speed checks will be undertaken should the proposals proceed.

3 Road Safety

- 3.1 11 slight and 1 serious personal injury accidents have been recorded on Roundthorn Road between Glodwick Road and Salisbury Road and an additional 3 slight personal injury accidents at the junction of Roundthorn Road and Salisbury Road during the last 3 years. In addition to the above, numerous unrecorded vehicle damage incidents have occurred at the junction of Roundthorn Road and Salisbury Road which have resulted in severe damage to several properties and boundary walls.

4 Justification / Proposals

- 4.1 The proposal is to extend the existing 20mph zone and install further traffic calming on Roundthorn Road; from the existing termination point 25m north of Salisbury Road to its junction with Glodwick Road. The proposed traffic calming measures on Roundthorn Road will moderate vehicle speeds given the prevailing road geometry which incorporates a right-angled bend and numerous side roads joining it. These measures will also make it a safer environment for vulnerable road users.
- 4.2 A small traffic island is also proposed on the approach to the Roundthorn Road / Salisbury Road junction (north side, eastbound) – to be located within the existing hatched markings. The island is intended to slow traffic on the approach to the bend and prevent traffic from “straightening out” the exit from Roundthorn Road into Salisbury Road.

5 **Options/Alternatives**

5.1 Option 1: To approve the recommendation

5.2 Option 2: Not to approve the recommendation

6 **Preferred Option**

6.1 The preferred option is to approve Option 1 ie the extension of the 20mph Zone and the traffic calming proposals as shown in the following schedules and Appendix B.

7 **Consultations**

7.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

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

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 Mary's Ward Councillors**

8.1 The Ward Councillors have been consulted and Councillor Hussain is in favour of the proposed extension to the 20mph Zone.

8.2 Councillor N Ibrahim supports the proposal, I have been wanting an outcome with this ever since I was elected in 2019. The first time I raised the casework was back in June 2019, this is an accident hotspot for motor vehicles coming off Glodwick Road. The residents homes on the junction of Salisbury Rd/ Roundthorn Rd have been affected by accidents that have taken place on this Junction.

9 Financial Implications

9.1 The estimated cost of the implementation of traffic calming measures on Roundthorn Road is £15.5k as detailed below:

<u>Revenue</u>	£
Advertisement of Order	1,500
<u>Capital</u>	
Construction of speed cushions, accommodation works, traffic signs and road markings	12,000
Fee and site supervision	2,000
Total Capital	14,000
TOTAL	15,500

9.2 The advertising expenditure of £1.5k will be charged against the Highways Operations Revenue Budget.

9.3 The capital element of the proposal (£14k) will be charged against the relevant scheme within the Transport Capital Programme. It should be noted that £26.1k of the £73.7k scheme allocation has been committed, leaving a balance of £47.6k, which is sufficient to accommodate the cost of this scheme.

9.4 It is proposed that the capital element of this scheme is financed by Local Transport Plan (LTP) Highway Maintenance Grant.

(John Edisbury)

10 Legal Services Comments

10.1 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.

10.2 S90G of the Highways Act 1980 gives the Council authority to construct traffic calming measures, including traffic islands, in any highway it is responsible for maintaining at the public expense. The Council is required to consult the Chief Officer of Police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the traffic calming work as the Council thinks fit.

- 10.3 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.
- 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 this proposal 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 – Nil.

17.3 Pollution – Nil.

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

17.5 Built Environment – Alteration to visual appearance of area

17.6 Natural Environment – Nil.

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

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

18.1 Nil.

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.

Traffic Calming Proposals

Schedule 1

Speed Cushions (pairs)

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

Road	Location
Roundthorn Road	33m from its junction with Glodwick Road
Roundthorn Road	15m east of its junction with Gladstone Street

Schedule 2

20 Mph Zone

Introduce a 20mph zone along the following roads

Road	Description
Roundthorn Road	From its junction with Glodwick Road to a point 25m south of its junction with Salisbury Road
Moorhey Street	From its junction with Roundthorn Road in a southerly direction to its junction with Cranberry Street
Cranberry Street	Full length

APPROVAL

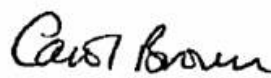
Decision maker



Signed:
Cabinet Member,
Neighbourhood and Culture

Dated: 24th February 2021

In consultation with



Signed
Director of Environmental
Services

Dated 24 February 2021

APPENDIX A

LOCATION PLAN – ROUNDTORN ROAD, MOORHEY ST (PART) AND CRANBERRY ST



APPENDIX B – PROPOSED MEASURES

