



Oldham
Council

Delegated Decision

Proposed School Safety Zone (Mayfield Primary School), Mayfield Road / Waverley Street, Derker, Oldham M1054

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Marsh, Traffic Engineer
Ext. 1958

18 March 2021

Purpose of Report

The purpose of this report is to consider the implementation of traffic calming measures in connection with the extension and refurbishment of Mayfield Primary School, Mayfield Road, Oldham.

Recommendation

It is recommended that the traffic calming measures and Traffic Regulation Orders associated with this scheme are approved, in accordance with the plans and schedule at the end of this report.

Proposed School Safety Zone (Mayfield Primary School), Mayfield Road/Waverley Street, Oldham

1 Background

General Conditions

- 1.1 The purpose of this report is to seek approval to introduce traffic calming and associated Traffic Regulation Orders in conjunction with the introduction of a School Safety Zone. A general location plan is attached in Appendix A.
- 1.2 The perimeter of the proposed school safety zone extends over a total distance of 690 metres along the whole length of Mayfield Road, Vulcan Street (from its junction with Mayfield Road to its junction with Waverley Street), Waverley Street (from its junction with Stoneleigh Street to Vulcan Street) and Stoneleigh Street (from its junction with Waverley Street to its junction with Mayfield Road), as shown on the Location Plan, attached.
- 1.3 Mayfield Road and Waverley Street are both urban single carriageway roads, unclassified local roads with a 30mph speed limit that are parallel to each other and run in a south-west to north-east direction. Vulcan Street and Stoneleigh Street are both urban single carriageway roads, unclassified local distributor roads with a 30mph speed limit that are parallel to each other and run in a south-east to north-west direction.
- 1.4 Vulcan Street and Stoneleigh Street provide access to the local Derker area to the north of Oldham town centre and also provide a direct link to Ripponden Road, a primary route which serves Oldham in a northerly direction. The route, which is primarily residential with terraced frontages, is often used by drivers as a short cut when travelling between the A672 and A6104 classified roads.
- 1.5 Currently, a redevelopment is taking place at the school with existing buildings being refurbished, new classrooms, football pitches and a new car park has been constructed.

2 Traffic Surveys

- 2.1 There are no traffic surveys currently available in this location.

3 Road Safety

- 3.1 No personal injury accidents have been recorded on Mayfield Road and Waverley Street in the last 3 years, however 2 slight injuries have occurred at the junction of Vulcan Street and Waverley Street.

4 Justification / Proposals

- 4.1 The Proposed Scheme involves:

4.2 A School Safety Zone - demands that measures be implemented to create a safe environment for school children, residents and all visitors within the catchment area. The School Safety Zone includes the following :

- The construction of one full-width speed table, one tapered road hump and two pairs of Speed Cushions along Waverley Street at spacings to maximise speed reduction and road safety (See Schedules 1,2 and 3);
- School Safety Zone 20mph / 30mph gateway signs on Waverley Street, close to junctions with Stoneleigh Street and Vulcan Street.
- The amendment of a “No Stopping on School zig zag” road markings order along Waverley Street.
- Four pairs of School Safety Zone 20mph / 30mph gateway signs on Mayfield Road, close to junctions with Stoneleigh Street and Vulcan Street.

4.3 Recent Government advice has promoted more healthier forms of exercise and encouraged more walking and cycling; the proposed traffic calming measures will moderate traffic speeds making it a safer environment for vulnerable road users.

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 introduction of School Safety Zone in the form of the traffic calming proposals as shown in the following schedules and drawing numbers N0210193-0100-A-0100 Rev B and N0210193-0101-A-0100 Rev B (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 James' Ward Councillors

8.1 The Ward Councillors have been consulted and overall, Councillor Cosgrove is in support for the scheme that has been proposed and has asked for the following comments to be considered:

Councillor Cosgrove has asked whether there is an opportunity to increase the safety of the Waverley Street/Vulcan Street junction (page 10) further by extending the double yellow lines that run onto Vulcan Street from Waverley Street. The extension would be in front of 71 Vulcan Street and similar on the other side of the highway. Extending the double yellow lines here would increase the sight lines of the junction. This junction has high footfall from all local schools and Councillor Cosgrove would welcome any provision to improve pedestrian safety.

Councillor Cosgrove has suggested extending the proposed 20mph zone to incorporate a section of Vulcan Street (between Waverley Street and Mayfield Road) into the zoned area. This request follows residents concerns of speeding at this section of Vulcan Street and Councillor Cosgrove believes residents would be in support of this proposal.

8.2 Councillor C Ball has commented, I have no problems with this we should have 20mph and no parking near all schools.

9 Response to Councillor Comments

9.1 In response to Councillor Cosgrove's comments, it is confirmed;

- 1. That we cannot extend the 20mph zone to include the section of Vulcan Street (between Waverley Street and Mayfield Road) as we would have to incorporate physical measures which would be very undesirable to do this in isolation and more fundamentally, the budget would not be able to support additional expenditure
- 2. There are existing TRO's in place covering the lengths of carriageway being requested, it just needs more enforcement

10 Financial Implications

10.1 The estimated cost of the implementation of traffic calming measures in connection with the extension and refurbishment of Mayfield Primary School will be £21k as detailed below:

	£
Advertising of order	3,000
Construction Cost, traffic signs and road markings	13,000
Fees, design, Management & site supervision	5,000
TOTAL	21,000

- 10.2 This proposal will be charged against the Mayfield schools expansion scheme within the Schools Capital Programme financed by Basic Need Capital Grant. The scheme can be met from within the overall capital budget for the expansion.

(John Edisbury)

11 Legal Services Comments

- 11.1 In relation to the proposed speed table, road hump and speed cushions, 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 relation to the proposed no stopping order, the Council must be satisfied that it is expedient to make the Traffic Regulation 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.
- 11.4 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)

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
Waverley Street	25m from its junction with Vulcan Street
Waverley Street	85m from its junction with St Mary's Drive

SCHEDULE 2

Full Carriageway Width Speed Table

Height 75mm, Ramp Gradient 1 in 15, Length 6 metres

Road	Location
Waverley Street	50m north east of Stoneleigh Street

SCHEDULE 3

Road Hump

Height 75mm, Ramp Gradient 1 in 15, Length 6 metres

Road	Location
Waverley Street	100m north east of Stoneleigh Street

SCHEDULE 4

To prohibit Stopping – Monday to Friday, 8am – 5pm on the School Entrance Marking

Road	Location
Waverley Street (north west side)	From a point 26 metres south west of its junction with Kingston avenue for a distance of 43.56metres

SCHEDULE 5

Revocation

The Oldham – Schools Keep Clear Prohibition of Stopping Order No3 Order 2016

Road	Location
Waverley Street (north west side)	From a point 26 metres south west of its junction with Kingston avenue for a distance of 31.56 metres

SCHEDULE 6

20 Mph Zone

Introduce a 20mph zone along the following streets

Road	Location
Waverley Street	Full length
Mayfield Road	Full length

APPROVAL

Decision maker



Signed _____
Cabinet Member,
Neighbourhoods and Culture

Dated: 18th March 2021

In consultation with



Signed _____
Director of Environmental
Services

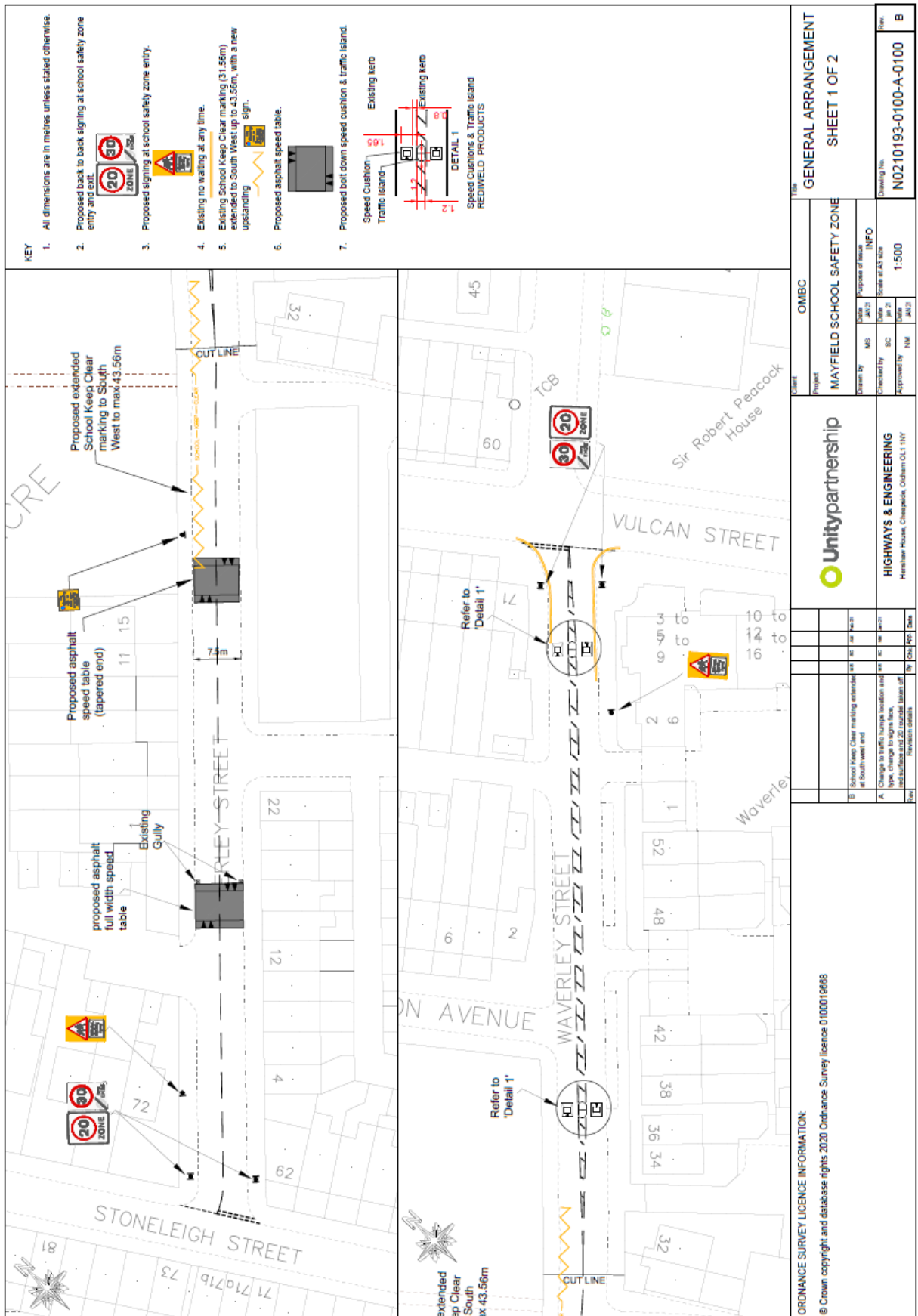
Dated: 18 March 2021

APPENDIX A

LOCATION PLAN



APPENDIX B – SCHOOL SAFETY ZONE PROPOSALS SHEET 1 OF 2



APPENDIX B – SCHOOL SAFETY ZONE PROPOSALS SHEET 2 OF 2

