

Delegated Decision

Proposed Traffic Calming Measures and 20mph Speed Limit - Propps Hall Drive, Failsworth

Report of: Deputy Chief Executive – People and Place

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19 November 2021

Purpose of Report

The purpose of this report is to consider the implementation of traffic calming measures, Zebra crossing and 20mph speed limit on Propps Hall Drive, Failsworth

Recommendation

It is recommended that the traffic calming measures, zebra crossing and 20mph speed limit associated with the scheme are approved, in accordance with the drawings and schedules at the end of this report.

Proposed Traffic Calming Measures and 20mph Speed Limit - Propps Hall Drive, Failsworth

1 Background

General Conditions

- 1.1 Propps Hall Drive is a primarily residential road that serves as a local distributor route to local housing estates of traditional housing stock. The route runs in a Southwest to Northeast direction, the length of the route associated with this report runs from Clive Road to Poplar Street.
- 1.2 The route is subject to a 30mph speed limit and has footway to both sides throughout its length. At the Northeast extents of the route prior to its junction with Clive Road, there are several local shops and businesses. Parking for these properties is via an on-street layby located on the Northeast bound carriageway.
- 1.3 The majority of the residential properties have access to private off-street parking, however as with most traditional housing stock the off-street parking does not cater for the number of vehicles many households have these days. Overspill parking occurs on the footway, however, as the footway is wide it doesn't cause an issue with obstruction and no complaints have been received about this issue.
- 1.4 Propps Hall Junior and Infants School is situated at the junction of Propps Hall Drive and Clive Road. The main pedestrian entrance/exit is on to Propps Hall Drive. St Mary's RC Primary School is located on Clive Road, adjacent to Propps Hall Junior and Infants School. Clive Road is subject to a school safety zone across the frontages of both schools.
- 1.5 There is an uncontrolled crossing on Propps Hall Drive 10 metres in from its junction with Clive Road which is used by parents and children accessing both schools as well as other pedestrians.
- 1.6 Numerous complaints have been received from Local Ward Members and residents regarding the excessive speed of vehicles using Propps Hall Drive. Further concerns have been raised regarding pedestrians being able to cross Propps Hall Drive safely near its junction with Clive Road.
- 1.7 Previously, "light touch" traffic calming measures have been implemented to combat excessive speeds, these included centre "ladder hatching" to narrow the running lanes and the introduction of mini roundabouts to break up traffic flows, before and after traffic count data show these measures had minimal effect.

2 Traffic Surveys

- 2.1 A traffic survey was undertaken in September 2018 on Propps Hall Drive which revealed that the 7 day, 85th percentile speed (the speed which 85% of the vehicles are not exceeding, used to determine highway design principles) was 33.2mph. The weekday average traffic count was 6241, private cars making up 91.67% of the total, HGV's 6.94% and public service vehicles 0.35%. The maximum speeds recorded were above 50mph, which were primarily recorded between 6pm and midnight at weekends.

3 Road Safety

- 3.1 During the past 5 years there have been 3 personal injury collisions along the length of Propps Hall Drive being considered in this report. These collisions resulted in 1 severe injury and 2 slight injuries. The collision reports are contained in Appendix A of this report.

4 Justification

- 4.1 A pre consultation has been carried out with residents along Propps Hall Drive with over 100 letters being sent to residents, no comments of objection were received.
- 4.2 All side roads off Propps Hall Drive are currently subject to 20mph speed limits and are traffic calmed. The introduction of the new speed limit and traffic calming measures will combat speeding vehicles and reduce road safety concerns.
- 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 Proposals

- 5.1 It is proposed to introduce 7 pairs of traffic calming cushions, 1 with a traffic island along Propps Hall Drive between Clive Road and Poplar Street, as detailed in the schedule at the end of this report and in drawings N0210219-100-A-101 and N0210219-100-A-102.
- 5.2 It is also proposed to introduce a zebra crossing on Propps Hall Drive, close to its junction with Clive Road to replace the existing uncontrolled crossing as detailed in drawing N0210219-100-A-103 at the end of this report.

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 above.

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 West Ward Councillors

9.1 The Ward Councillors have been consulted and Councillor E Garry is absolutely delighted to support option 1. Councillor P Davis has commented, I agree with option one as suggested. Councillor M Wilkinson is happy to support option 1.

10 Financial Implications

10.1 The cost of introducing a Traffic regulation order at Propps Hall Drive, Failsworth will be £46.1k. The breakdown of costs is shown within the table below:

	£
Advertisement of Order	1,500
Revenue Expenditure	1,500
Costs Traffic Calming	12,000
Costs of Zebra Crossing	20,000
Costs of Signing	1,600
Costs of Lining	500
Prelims	1,500
Unity fees	9,000
Capital Expenditure	44,600
Total Expenditure	46,100

10.2 The capital expenditure of £44.6k will be funded from the relevant scheme within the Transport Capital Programme, which is financed by LTP Highway Maintenance Grant.

- 10.3 It should be noted that none of the £50k budget has been committed, meaning there are sufficient resources to accommodate the cost of this scheme.
- 10.4 The revenue expenditure of £1.5k will be funded from the revenue budget in the Highways Operations Service.
- 10.5 Remaining resources can be allocated to future highways projects as and when they are presented for approval.

(John Edisbury)

11 Legal Services Comments

- 11.1 In relation to the proposed 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 In relation to the proposed zebra crossing, under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police and give public notice of the proposal.
- 11.3 In relation to the proposed 20 mph speed limit, the speed limit regime in the Road Traffic Regulation Act 1984 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.
- 11.4 In addition to the above, under section 122 of the Act, 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 – Reducing vehicle speeds has been proven to reduce vehicle omissions.

18.4 Consumption and Use of Resources – Nil.

18.5 Built Environment – Minor 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.

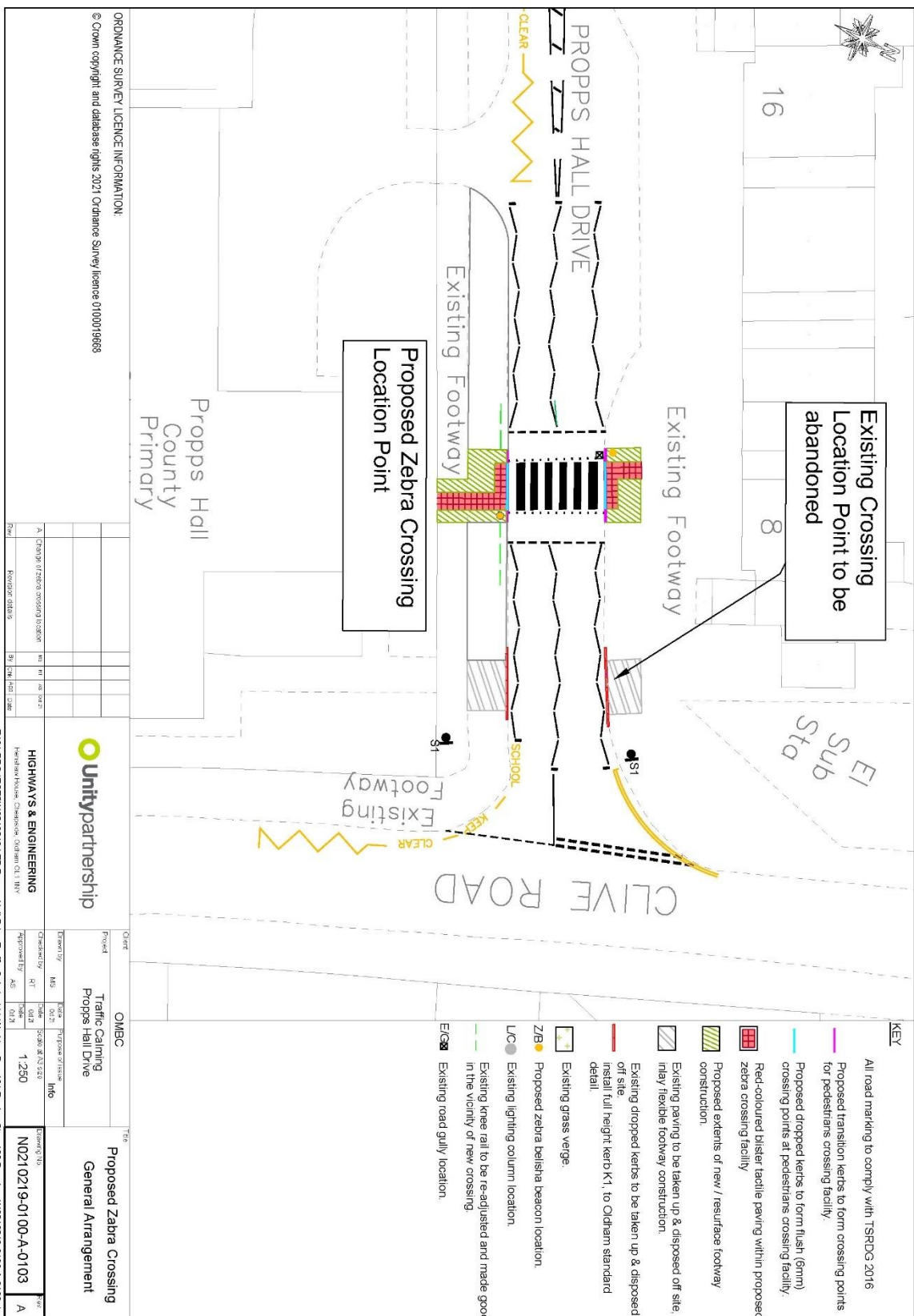
23 **Background Papers**

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.

24 **Appendices**

24.1 Appendix A – Collision Data



APPENDIX A
COLLISION DATA



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Crash Date:

Friday, February 03, 2017

Time of Crash: 8:44:00 PM

Crash Reference: 201706Q025868

Validated Data

Highest Injury Severity:

Serious

Road Number: U0

Number of Casualties: 1

Highway Authority:

Oldham

Number of Vehicles: 1

Local Authority:

Oldham Metropolitan Borough

OS Grid Reference: 389138 400816

Weather Description:

Raining without high winds

Road Surface Description:

Wet or Damp

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

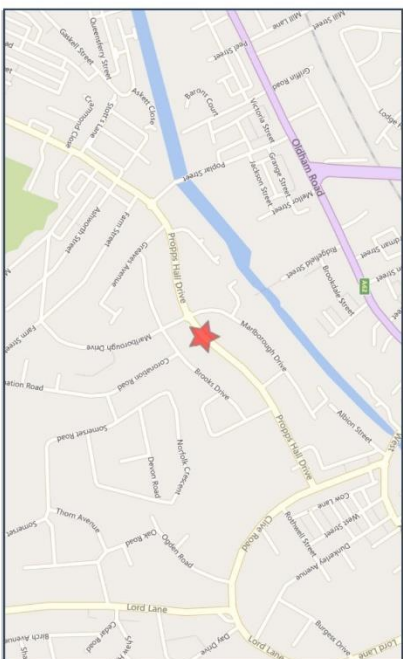
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable



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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Validated Data

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	46 - 55	In carriageway, not crossing	Unknown or other

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Crash Date:

Friday, December 14, 2018

Time of Crash: 8:55:00 AM

Crash Reference: 201806Q251444

Validated Data

Highest Injury Severity:

Slight

Road Number: U0

Number of Casualties: 1

Highway Authority:

Oldham

Number of Vehicles: 2

Local Authority:

Oldham Metropolitan Borough

OS Grid Reference: 389424 401027

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

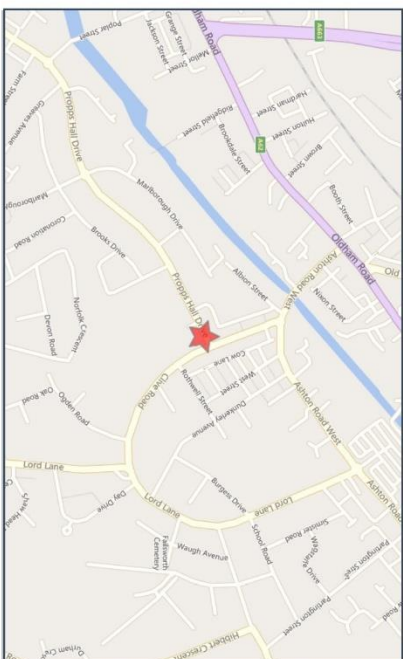
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable



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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	13	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Validated Data

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	0 - 5	Unknown or other	Unknown or other

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Crash Date:

Saturday, March 14, 2020

Time of Crash: 1:00:00 AM

Crash Reference: 202006Q270254

Provisional Data does not include vehicle and casualty records

Highest Injury Severity:

Slight

Road Number: U0

Number of Casualties: 1

Highway Authority:

Oldham

Local Authority:

Oldham Metropolitan Borough

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lighting unknown

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

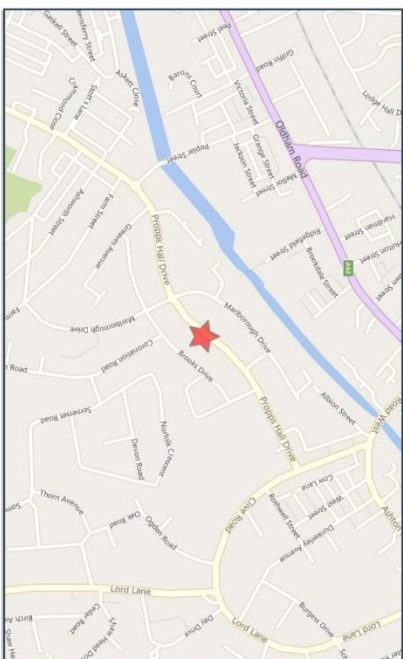
Single carriageway

Junction Control:

Unknown

Number of Vehicles: 2

OS Grid Reference: 389174 400850



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Provisional Data does not include vehicle and casualty records

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Schedule 1

Road	Restriction	Description
Propps Hall Drive	20 mph speed limit	From its junction with Clive Road to its junction with Poplar Street.


Schedule 2

Speed Cushions (pairs)

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

Road	Location
Propps Dall Drive	35 metres Northeast of Brooks Drive.
	15 metres Southwest of Turner Avenue.
	95 metres Southwest of Turner Avenue.
	50 metres Northeast of Marlborough Drive.
	58 metres Southwest of Marlborough Drive.
	129.5 metres Southwest of Marlborough Drive.
	31 metres Northeast of Poplar Street

APPROVAL

Decision maker Signed:  Cabinet Member, Neighbourhoods	Dated: 24.11.2021
In consultation with Signed: John Lamb Interim Director of Environmental Services	Dated: 22.11.2021