

TRO Panel

Decision Maker:	Director of Environment, Nasir Dad
Date of Decision:	27 July 2023
Subject:	Salmon Fields, Royton, Oldham – Objection to Traffic Calming Scheme
Report Author:	Mohammad Shafiq, Engineer
Ward (s):	Royton South

Reason for the decision:

A report recommending the introduction of road safety measures in the form of a traffic calming scheme, along Salmon Fields, Royton, was approved under delegated powers on 23 January 2023. A copy of the approved report is attached at Appendix D.

Eight number emails of objection were received, and a copy of representations are attached at Appendix E.

Background

Based on the consultation feedback, it is recommended that a revised scheme for the Traffic Calming is introduced along this route comprising of a series of Road Humps (in the form of Speed Cushions and Tables) and revised lining for the full length of Salmon Fields which will improve road safety by reducing the speed of traffic.

The proposed traffic calming measures are in the form of 2 nos. full width speed tables and a series of paired speed cushions along with traffic islands in the middle of the carriageway; the scheme extends over a total distance of 1 kilometre. The speed tables are placed at 21 metres South/West and 75 metres North/East from its junction with Leonard Way as shown on the Location Plan in Appendix A, attached.

Salmon Fields is a well-used, urban single carriageway unclassified local road with a 30mph speed limit, running in a Northeast / Southwest direction, linking Shaw Road (A663) with Higginshaw Lane (B6191) and has a gentle north to south downhill gradient. The whole of Salmon Fields is generally 7.3m wide with 2m footways on either side. This route provides access to a wider local highway network for residential, commercial, light industrial and leisure road users. The scheme is in the vicinity of an industrial area of Salmon Fields, the Salmon Fields Business Village on the one side and Leonard Way on the other side.

At present, the latest in a few residential developments is taking place along this road with other planning applications to develop the light industrial areas anticipated soon - all of which will lead to significant increases in motor vehicle, cyclist, and pedestrian activity, along and across the corridor.

A new Toucan Crossing at the existing shared footway/cycleway which links Royton Town Centre and Higginshaw Lane has been installed as part of the Bee Networks and the traffic calming scheme will compliment these interventions to provide a safe crossing point at this location.

Traffic Surveys:

Concerns were raised by ward members regarding the speed of traffic on Salmon Fields. To confirm the issue, a traffic speed survey was undertaken which highlighted that the average speed of traffic was 40mph and highlighted those interventions are required to regulate the speed of traffic to 30mph. This will be achieved by the implementation of a traffic calming scheme for which funding has been secured through the Local Improvement Fund and Bee Networks (part of the Mayors Cycling and Walking Challenge Fund).

Road Safety:

The traffic speed data for Appendix A shows that there is an excess of 60k daily vehicle movements.

Objections

Eight objections have been received from the nearby residents of the area of Salmon Fields; their objections are summarised below: -

- The traffic including articulated lorries will prefer to use Turf Lane instead of going over the proposed humps. This will be a danger to lives and parked cars along Turf Lane. Turf Lane is next street to Salmon Fields and is not suitable for articulated lorries although there is already a 'give and take' traffic control at Turf Lane.
- Lorries drive here all the time and the amount of sound they will make would be ridiculous. It's a long stretch of road and would make the emergency service to slow down.
- Member of the ward: had some residents of Kerwood Drive (runs parallel with Salmon Fields) and are concerned with noise from the speed cushions, if there any scope to reposition some of the cushions. would like to meet on site or by team before anything is finalised.
- One of the above residents concerned for the adjacent western ends residential area of the Salmon Fields that over 50 households would be affected by the proposed scheme. There are issues with road noise from HGV's, construction vehicles and local car club (who like to speed up and down Salmon Fields late at night. Slowing/speeding traffic would increase emissions. Purpose built Toucan Crossing would not have negative impact on the service vehicles.
- Resident of Low Meadows: - it would cause good luck for slowing down HGV's but would reduce response time for A & E department.

Justification / Proposals:

The proposed scheme involves traffic calming measures, which, when implemented, will moderate traffic speeds making it a safer environment for vulnerable road users.

The Traffic Safety Scheme includes the following:

- Two Full width speed tables in the vicinity of the heavy industrial estates and pedestrians / cyclists crossing point.

- 9 pairs of double layout speed cushions and traffic islands in the middle of the cushions have been removed in the light of recommendations of the Ward Councillors.

Summary:

The purpose of this report is to consider the implementation of road safety measures in the form of traffic calming measures in the vicinity of new Toucan crossing at Salmon Fields.

Amendment to the original proposal:

The feedback and concerns of the area residents and the Ward Councillors for the traffic calming measures along the Salmon Fields have been taken on board. After consulting the Ward Councillors, the previous proposal has been amended; we have now limited the number of speed humps to two numbers one at either side of the new Toucan Crossing (adjacent to Leonard Way). This will enhance the safety of the pedestrians and cyclists at the crossing point. The proposal has endeavoured to be situated away from the large residential areas, whilst ensuring the safety of pedestrians and cyclists.

What is the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option1: To approve the amended recommendation

Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

After the feedback and objections of the area residents, the Ward Members Cllr M Bashforth, Cllr S Bashforth and Cllr M Hurley have been consulted and support the amended proposal.

Ward Councillors understand and accept residents' concerns about the possible negative impact of humps along the full stretch of Salmon Fields.

Recommendation(s):

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

Implications:

What are the **financial** implications?

The cost of introducing the Road Safety Scheme at Salmon Fields, Royton is shown below:

	£k
Fees, design, management, and site supervision	4.6
Advertisement of Order, legalities etc	3
Traffic Calming provision and installation	31
Total	38.6

This will be funded through the 'Bee Networks' scheme within the 2022/23 Transport Capital Programme, which will be funded by Mayors Challenge Funding. This also is partly through the LIF bid as well.
(John Edisbury)

What are the **legal** implications?

As previous report (see Appendix D)

What are the **procurement** implications?

As previous report (see Appendix D)

What are the **Human Resources** implications?

None

Equality and Diversity Impact Assessment attached or not required because (please give reason)

As previous report (see Appendix D)

What are the **property** implications?

As previous report (see Appendix D)

Risks:

None.

Co-operative agenda

As previous report (see Appendix D)

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

Traffic Calming Proposals

SCHEDULE 1

Speed Cushions (pair) with traffic islands have been removed from the scheme

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

Road	Location
Salmon Fields	155m Southeast from its junction with Shaw Road
Salmon Fields	235m Southeast from its junction with Shaw Road
Salmon Fields	315m southeast from its junction with Shaw Road
Salmon Fields	264m Southwest from its junction with Leonard Way
Salmon Fields	182m Southwest from its junction with Leonard Way
Salmon Fields	93m Southwest from its junction with Leonard Way

SCHEDULE 2

Speed Cushions (triple) have been removed from the scheme

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

Road	Location
Salmon Fields	61m West from its junction with Higginshaw Lane
Salmon Fields	113m West from its junction with Higginshaw Lane
Salmon Fields	198m West east from its junction with Higginshaw Lane

SCHEDULE 3

Speed Tables (Full Width)

Total Length 9 metres (each ramp 1.5m), Height 75mm, Gradient 1:20

Salmon Fields	22m South-west from its junction with Leonard Way
Salmon Fields	84m North-east from its junction with Leonard Way

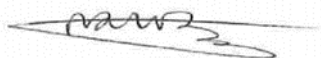
There are no background papers for this report

Report Author Sign-off:		
Mohammad Shafiq		
Date:		
5 July 2023		

Please list and attach any Appendices: -

	Description
A	Traffic Speed Data
B	Site Location Plan
C	Traffic Calming Measures Proposals
D	Approved Mod Gov Report
E	Copy of Representations

In consultation with Director of Environment



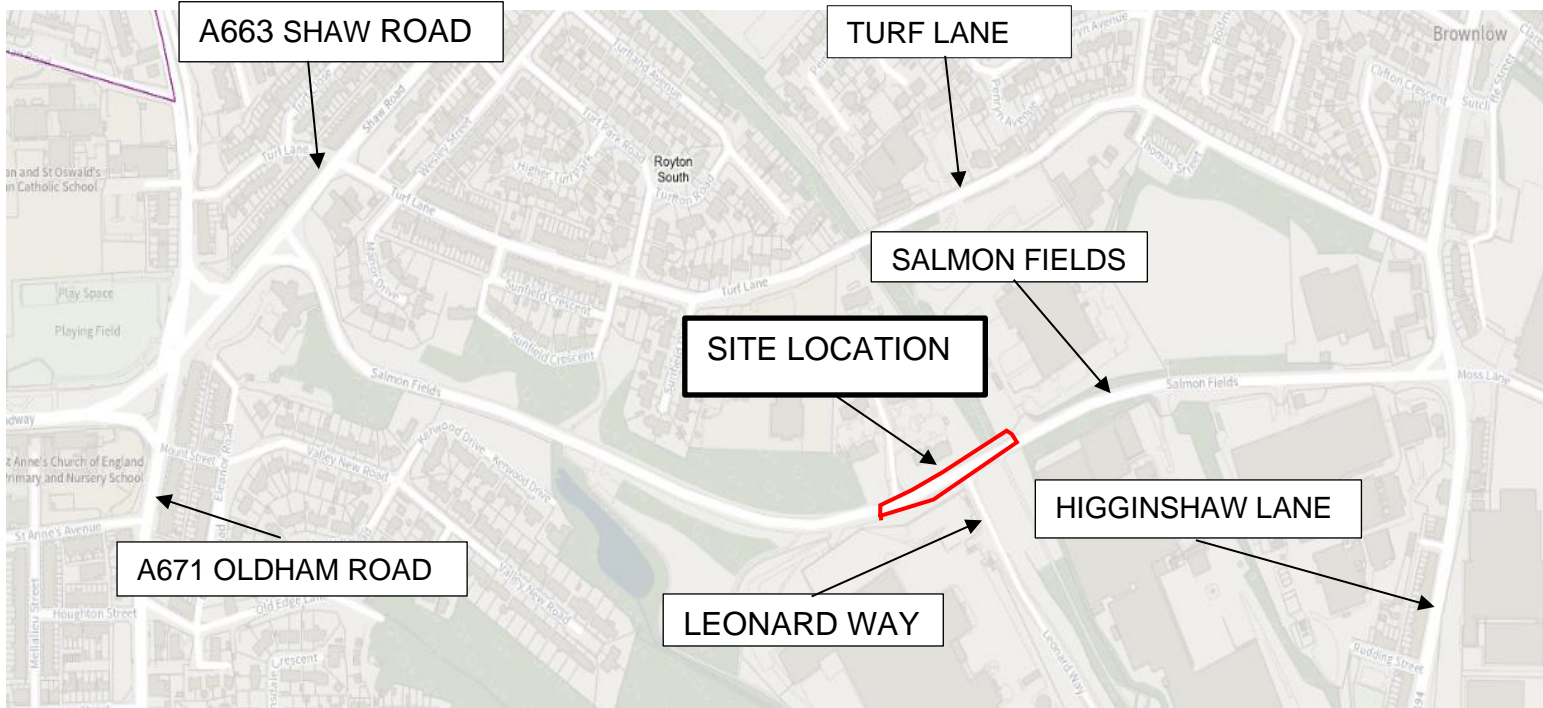
Signed:

Date: 14.07.2023

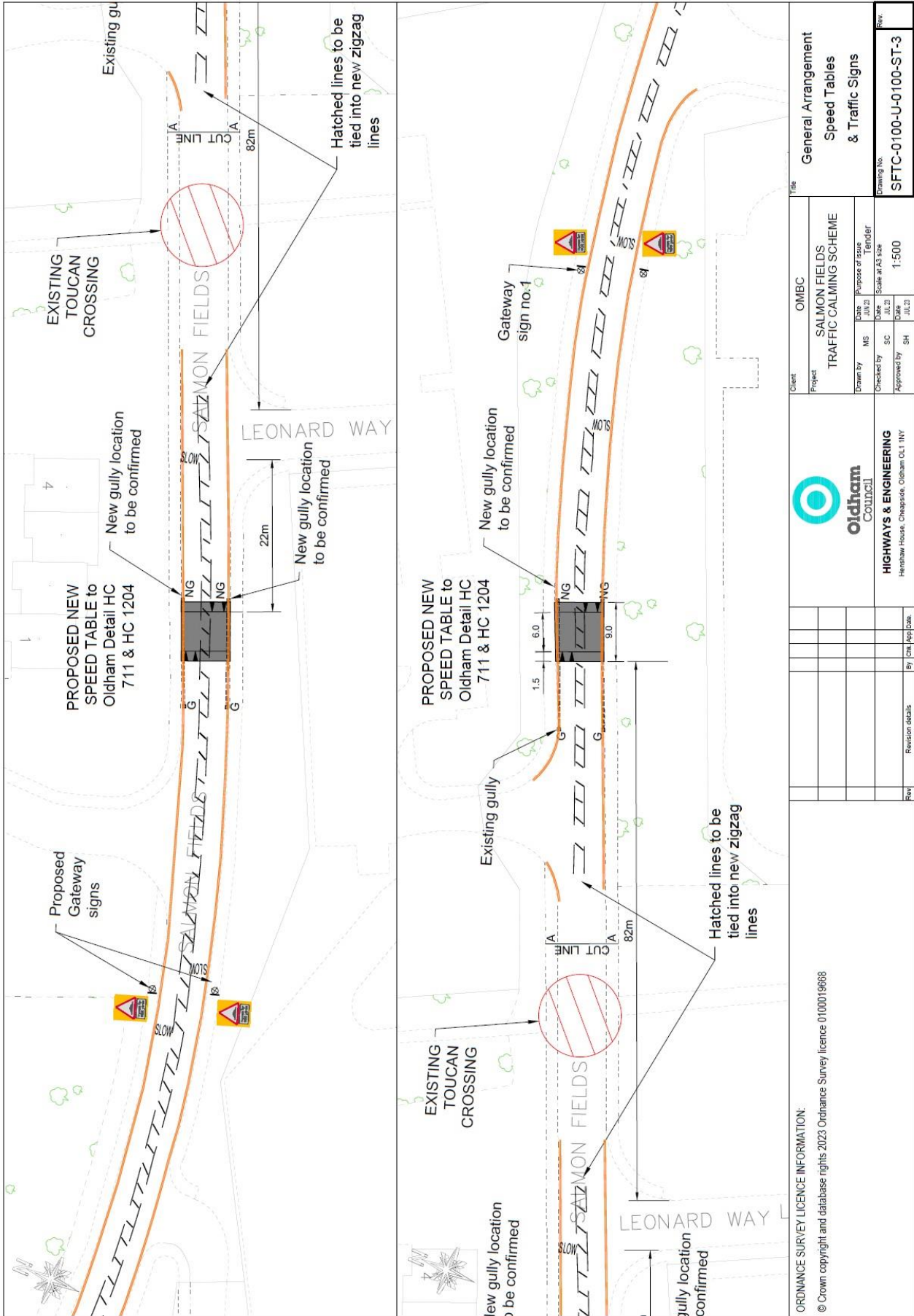
APPENDIX A - TRAFFIC SPEED DATA

West																
	Total Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00	270	0	0	0	0	2	23	89	93	35	15	13	0	42.9	36.8	6.4
01:00	148	0	0	0	0	1	16	60	31	28	4	8	0	42.8	36.6	7.1
02:00	100	0	0	0	0	0	11	42	29	13	3	2	0	40.4	35.4	5.5
03:00	213	0	0	0	1	3	43	85	63	13	3	2	0	38.9	33.8	5.0
04:00	372	0	0	0	2	6	49	169	95	32	14	5	0	39.3	34.4	5.5
05:00	893	0	2	0	2	5	64	376	295	103	31	15	0	40.9	35.6	5.3
06:00	1181	0	1	0	3	11	113	445	408	141	38	21	0	40.8	35.7	5.3
07:00	1734	0	0	0	6	19	200	752	510	196	33	18	0	40.4	34.9	5.0
08:00	2216	0	3	6	25	55	445	972	533	132	30	15	0	38.5	33.1	5.3
09:00	2018	0	0	2	6	29	355	937	523	125	29	12	0	38.8	33.7	4.7
10:00	1992	0	0	5	8	39	324	917	532	136	23	8	0	38.0	33.5	4.7
11:00	2205	0	2	1	7	29	319	983	646	171	32	15	0	39.5	34.2	4.8
12:00	2300	0	0	2	7	27	287	1035	706	188	40	8	0	39.0	34.4	4.6
13:00	2482	0	6	25	48	68	355	1023	698	200	40	19	0	39.7	33.6	6.0
14:00	2565	0	0	3	10	17	274	1150	828	223	44	16	0	39.3	34.7	4.7
15:00	2497	2	12	10	20	52	324	1014	780	225	41	17	0	39.9	34.1	5.5
16:00	2919	0	0	1	10	13	236	1118	1125	317	74	25	0	40.2	35.6	4.7
17:00	2486	0	0	0	6	9	185	938	934	322	60	32	0	40.8	35.9	4.9
18:00	1792	0	0	0	4	9	105	608	687	271	73	35	0	41.9	36.6	5.3
19:00	1416	0	0	0	3	113	526	517	178	50	26	0	0	41.1	36.1	5.3
20:00	1041	0	0	0	1	5	85	377	340	153	43	37	0	42.3	36.6	5.9
21:00	902	0	1	0	2	7	133	329	269	91	46	24	0	41.1	35.5	6.5
22:00	642	0	0	0	2	1	91	252	184	64	26	22	0	40.8	35.6	6.7
23:00	322	0	0	0	0	4	46	129	85	30	19	9	0	41.1	35.6	6.0
07-19	27206	2	23	55	157	366	3409	11447	8502	2506	519	220	0	39.2	34.5	5.1
06-22	31746	2	25	55	166	392	3853	13124	10036	3069	696	328	0	39.4	34.7	5.2
06-24	32710	2	25	55	168	397	3990	13505	10305	3163	741	359	0	39.4	34.8	5.3
00-24	34706	2	27	55	173	414	4196	14326	10911	3387	811	404	0	39.5	34.8	5.3
am Peak	08:00	-	08:00	08:00	08:00	08:00	08:00	11:00	11:00	07:00	06:00	06:00	-	02:00	03:00	-
Peak Volume	2216	-	3	6	25	55	445	983	646	196	38	21	0	42.9	36.8	6.4
pm Peak	16:00	15:00	15:00	13:00	13:00	13:00	13:00	14:00	16:00	17:00	16:00	20:00	-	20:00	20:00	-
Peak Volume	2919	2	12	25	48	68	355	1150	1125	322	74	37	-	42.3	36.6	5.9
East																
	Total Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00	197	0	0	0	1	6	47	69	44	12	8	10	0	40.3	34.3	7.0
01:00	123	0	0	0	0	6	14	43	34	14	7	5	0	43.2	35.8	6.8
02:00	133	0	0	0	1	5	22	37	38	12	15	3	0	44.5	35.9	7.0
03:00	261	0	0	0	1	7	26	62	80	42	18	15	0	44.3	37.0	7.3
04:00	406	0	0	1	1	8	66	112	112	63	28	15	0	43.0	36.1	7.0
05:00	1050	0	2	1	1	17	135	338	344	148	41	23	0	41.6	35.8	6.0
06:00	1391	0	5	2	3	31	183	433	475	188	43	28	0	41.1	35.3	6.1
07:00	2086	0	3	4	6	44	358	844	570	189	41	27	0	39.6	34.1	5.5
08:00	2183	0	1	3	13	55	556	953	413	134	35	20	0	38.3	32.8	5.3
09:00	2168	0	0	0	6	57	580	953	409	113	39	11	0	38.0	32.8	5.0
10:00	2066	0	1	2	13	123	538	806	434	114	26	9	0	37.8	32.4	5.3
11:00	2152	0	0	3	3	57	539	912	479	114	35	10	0	37.9	32.9	5.0
12:00	2286	0	2	1	2	60	519	913	586	151	43	9	0	39.0	33.4	5.1
13:00	2283	0	3	4	2	58	570	897	540	142	46	21	0	38.9	33.3	5.4
14:00	2213	0	0	2	9	41	459	948	524	166	47	17	0	39.2	33.7	5.2
15:00	2250	0	3	6	10	31	520	960	503	160	44	13	0	38.9	33.3	5.3
16:00	2238	0	1	1	3	28	424	914	598	178	53	38	0	39.7	34.3	5.5
17:00	2061	0	1	2	2	24	311	766	626	215	77	37	0	41.0	35.2	5.7
18:00	1751	0	1	2	1	12	206	612	581	209	84	43	0	41.7	36.0	6.0
19:00	1378	0	0	3	1	25	157	431	443	202	80	36	0	42.6	36.3	6.5
20:00	1096	0	0	1	1	10	157	410	312	116	55	34	0	41.6	35.6	6.3
21:00	804	0	1	2	2	15	125	255	226	115	40	23	0	42.4	35.7	6.6
22:00	531	0	0	0	1	6	105	182	143	61	20	13	0	41.0	34.9	6.1
23:00	300	0	1	0	1	4	58	90	83	34	13	16	0	42.7	35.8	7.5
07-19	25737	0	16	30	70	590	5580	10478	6263	1885	570	255	0	38.6	33.6	5.4
06-22	30406	0	22	38	77	671	6202	12007	7719	2506	788	376	0	39.1	33.9	5.6
06-24	31237	0	23	38	79	681	6365	12279	7945	2601	821	405	0	39.1	34.0	5.7
00-24	33407	0	25	40	84	730	6685	12940	8597	2892	938	476	0	39.3	34.1	5.7
am Peak	08:00	-	06:00	07:00	08:00	10:00	09:00	08:00	07:00	07:00	06:00	06:00	-	02:00	03:00	-
Peak Volume	2183	-	5	4	13	123	580	953	570	189	43	28	-	44.5	37.0	7.3
pm Peak	12:00	-	13:00	15:00	15:00	12:00	13:00	15:00	17:00	17:00	18:00	18:00	-	23:00	19:00	-
Peak Volume	2286	-	3	6	10	60	570	960	626	215	84	43	-	42.7	36.3	6.5

APPENDIX B - SITE LOCATION PLAN



APPENDIX C – TRAFFIC SAFETY PROPOSAL PLAN



APPENDIX D – APPROVED MOD GOV REPORT



Delegated Officer Report **(Non Key and Contracts up to a value of £100k)**

Decision Maker: Nasir Dad, Director of Environment
Date of Decision: 19 January 2023
Subject: Salmon Fields, Royton, Oldham - Proposed Road Safety Scheme
Report Author: Mohammad Shafiq, Engineer
Ward (s): Royton South

Reason for the decision: The purpose of this report is to seek approval to introduce road safety measures in the form of a Traffic Calming Scheme along Salmon Fields, Royton.

It is recommended that a Traffic Calming Scheme is introduced along this route comprising of a series of Road Humps (in the form of Speed Cushions and Tables) that will improve road safety by reducing the speed of traffic.

The proposed traffic calming measures are in the form of 2 nos. full width speed tables and a series of paired speed cushions along with traffic islands in the middle of the carriageway; the scheme extends over a total distance of 1 kilometre. The speed tables are placed at 21 metres South/West and 75 metres North/East from its junction with Leonard Way as shown on the Location Plan in Appendix A, attached.

Salmon Fields is a well-used, urban single carriageway unclassified local road with a 30mph speed limit, running in a North East / South West direction, linking Shaw Road (A663) with Higginshaw Lane (B6191) and has a gentle north to south downhill gradient. The whole of Salmon Fields is generally 7.3m wide with 2m footways on either side. This route provides access to a wider

local highway network for residential, commercial, light industrial and leisure road users. The scheme is in the vicinity of an industrial area of Salmon Fields, the Salmon Fields Business Village on the one side and Leonard Way on the other side.

At present, the latest in a few residential developments is taking place along this road with other planning applications to develop the light industrial areas anticipated soon - all of which will lead to significant increases in motor vehicle, cyclist, and pedestrian activity, along and across the corridor.

A proposed new Toucan Crossing at the existing shared footway/cycleway which links Royton Town Centre and Higginshaw Lane has been approved as part of the Bee Networks and the traffic calming scheme will compliment these interventions to provide a safe crossing point at this location.

Traffic Surveys:

Concerns were raised by ward members regarding the speed of traffic on Salmon Fields. To confirm the issue, a traffic speed survey was undertaken which highlighted that the average speed of traffic was 40mph and highlighted those interventions are required to regulate the speed of traffic to 30mph. This will be achieved by the implementation of a traffic calming scheme for which funding has been secured through the Local Improvement Fund and Bee Networks (part of the Mayors Cycling and Walking Challenge Fund).

Road Safety:

The traffic speed data for Appendix A shows that there is an excess of 60k daily vehicle movements.

Justification / Proposals:

The proposed scheme involves traffic calming measures, which, when implemented, will moderate traffic speeds making it a safer environment for vulnerable road users.

The Traffic Safety Scheme includes the following:

- Two speed tables full width in the vicinity of the heavy industrial estates and pedestrians / cyclists crossing point.
- 9 pairs of double layout speed cushions and traffic island in the middle of the cushions.

Summary:

The purpose of this report is to consider the implementation of road safety measures in the form of traffic calming measures along the Salmon Fields.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

- Option 1: To approve the recommendation
- Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

The Ward Members have been consulted and Councillor A Chadderton supports the proposal.

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

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

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

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

Recommendation(s):

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

Implications:

What are the financial implications?

The cost of introducing the Road Safety Scheme at Salmon Fields, Royton is shown below:

	£k
Fees, design, management, and site supervision	5.6
Advertisement of Order, legalities etc	3.0
Traffic Calming provision and installation	55.4
Total	64.0

This will be funded through the 'Bee Networks' scheme within the 2022/23 Transport Capital Programme, which will be funded by Mayors Challenge Funding.

<p>What are the legal implications?</p>	<p>(John Edisbury) 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. (A Evans)</p>
<p>What are the procurement implications?</p>	<p>According to Oldham Council Contract Procedural Rules 2022, the procurement values stated above less than £9,999 would require one written quotation that present council terms and condition would apply and a value of above £25,000 and less than £99,999 requires an open request or for a competition from an existing compliant framework. However, public contracts between entities within the public sector are excluded from the Public Contracts Regulations 2015, Part 2, Chapter 1, Sub section 3, rule 12 (a) + (b) Exclusions. Therefore, there are no procurement implications. (Philip Harper Oliver)</p>
<p>What are the Human Resources implications?</p>	<p>None</p>
<p>Equality and Diversity Impact Assessment attached or not required because (please give reason)</p>	<p>Not required because the measures proposed are aimed at improving highway conditions; the scheme is being promoted to assist vulnerable users by reducing traffic speeds and upgrading pedestrian safety.</p>
<p>What are the property implications?</p>	<p>None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)</p>
<p>Risks:</p>	<p>None.</p>
<p>Co-operative agenda</p>	<p>In its Corporate Plan 2022-27 the Council committed to ensuring residents were healthy, safe and well supported and that a clean and green environment was promoted. These proposals will make the surrounding area safer and more useable, with added environmental benefits from reduced traffic speed. This will be particularly important as road use becomes busier with the introduction of more housing in the area. (Guy Parker)</p>

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

Traffic Calming Proposals

SCHEDULE 1

Speed Cushions (pair) with traffic island in the middle

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

Road	Location
Salmon Fields	155m South east from its junction with Shaw Road
Salmon Fields	235m South east from its junction with Shaw Road
Salmon Fields	315m south east from its junction with Shaw Road
Salmon Fields	264m South west from its junction with Leonard Way
Salmon Fields	182m South west from its junction with Leonard Way
Salmon Fields	93m South west from its junction with Leonard Way

SCHEDULE 2

Speed Cushions (triple)

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

Road	Location
Salmon Fields	61m West from its junction with Higginshaw Lane
Salmon Fields	113m West from its junction with Higginshaw Lane
Salmon Fields	198m West east from its junction with Higginshaw Lane

SCHEDULE 3

Speed Tables (Full Width)

Total Length 9 metres (each ramp 1.5m), Height 75mm, Gradient 1:20

Salmon Fields	21m South-west from its junction with Leonard Way
Salmon Fields	75m North-east from its junction with Leonard Way

There are no background papers for this report

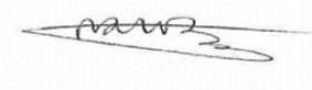
Report Author Sign-off:		
Mohammad Shafiq		
Date:		
19 January 2023		

Please list and attach any appendices:-

Appendix number or letter	Description
A	Traffic Speed Data
B	Site Location Plan
C	Traffic Calming Measures Proposals

In consultation with Director of Environment

Signed :



Date: 23.01.2023

APPENDIX E – COPY OF REPRESENTATIONS

OBJECTION - DESCRIPTION

Dear Sir

I am writing to oppose the plans to erect traffic calming humps on Salmon Fields in Royton.

My reasoning are as a resident on Turf Lane which is the next street to Salmon Fields I am concerned that traffic will prefer to use Turf Lane instead of going over the proposed humps. This will also cause the articulated lorries to use Turf Lane as well and Turf Lane is not suitable for these type of vehicle.

Also there will be a danger to lives and our parked cars due to the increased flow of traffic, we residents already endure idiots on Turf Lane who have no regard for the fact that children could be crossing the road and older people trying to get out of their cars by the way they fly up and down the street. There will be cars damaged by lorries that try to squeeze through as well. Having used Salmon Fields regularly it is my view that if there were speed cameras it would be more of a deterrent and it appears that it is mainly at night when Salmon Fields is used as a race course as I can hear them from my back garden. There has already been a calming lane put on Turf Lane so that cars going up Turf Lane have right of way near the garden centres and the hospice but that in its self is dangerous now with cars trying to beat each other through it? so people choosing not to go onto Salmon Fields if humps were to be installed would also make that part of Turf Lane even more of a accident spot.

So yes I strongly oppose these plans.

Hi,

I am writing to express my concerns over the proposed speed bumps being placed at salmon fields. Lorries drive down here all the time. The amount of noise this can make would be ridiculous.

Surely this will have an impact on ambulances driving patients to the new NHS diagnostics centre.

This is a long stretch of road which would slow down the emergency services a LOT.

I think a speed camera or 2 would be a wiser option. Speed bumps are More practical for smaller stretches of roads in residential areas not a long stretch of roads.

Will I receive a formal response to my concerns?

Any thanks

We have had residents of Kerwood Drive which runs roughly pallel with Salmon Fields Road concerned about noise from the proposed speed cushions. I note that only one cushion is located opposite the houses on Kerwood Drive but wonder if there is scope to reposition some of the cushions just avoid having them opposite any of the houses on Kerwood Drive?

With hindsight it may have been good to do a consultation but no problem circumstances at the time did mean we just didn't have the time.

I have been thinking about what we want to achieve here, and we can only do this once so can we meet, maybe on site or by teams, in good time before anything is finalised?

Many thanks

Steve

I am writing to make the following objections regarding the above scheme and my grounds for doing so.

I have read the Delegated Officer Report dated 19.1.23 regarding the proposed construction and subsequent approval of the installation of a road safety scheme (Salmon Fields, Royton) and have a number of points I would like to raise in my objections.

1. There is no acknowledgement in this report that there are residents living adjacent to this site (particularly the western end). There are a wide range of properties (over 50 households affected: Kerwood Drive, Valley New Rd, Sunfield Crescent, Sunfield Drive, Manor Drive) including two rest homes and a hospice that would be adversely affected by this scheme. These properties are partly obscured by 'efficacious' tree planting so not at first obvious to those passing through. Salmon Fields is popularly known as 'the valley' – and because of its shape noise travels easily and readily across the site.
2. There is no reference in the aforementioned report of any engagement with local residents about this scheme (albeit there is mention of 'complaints' although these are not specifically listed). There are issues with road noise – from HGV's, construction vehicles (more recently) and a loud local car club (who like to speed up and down Salmon Fields late at night). In particular – when there are bumps in the road it is possible to hear every vehicle (particularly empty HGV's which rattle) – every wheel bumping down causes disturbance to sleep. Soliciting the views of those living closest to the road would have informed you of this issue. Indeed a search of social media highlights similar issues from residents.
3. The recommendations of this report have been supported by the use of (in my humble view) spurious road speed/vehicle movement data (circa 60k daily vehicle movements – that's more than some motorways!). There is no explanation of its methodology, so it is impossible to see how this correlates to the suggestion of the extreme amount of road humps recommended in this scheme. On a simple level I have calculated that 57% of the totals are cars travelling below 35mph whilst 43% are above this speed. This makes me question the basis upon which the recommendations have been made.
4. The resultant amounts of emissions from vehicles caused by standing/speeding up/slowing down traffic will increase in a location which is already readily affected by high levels of pollutants. The development of the diagnostic centre, an additional industrial site (which in my view should not be going ahead) and local residential developments will increase traffic – which will impact upon the levels of pollution and noise disturbance in this area. Moreover, once vehicles are made to move more slowly – drivers may choose to use other routes (eg: Turf Lane) which I would suggest would just move the issue of car speeds/nuisance/noise elsewhere (and also affect the same walkway).

I have raised my concerns with local Councillors directly (Cllrs S & M Bashforth and Cllr A Chadderton) and received a speedy response from Cllr Steve Bashforth. He has said that he will meet with engineers to discuss the options on this site – but only suggested removing one/two road cushions which are nearest Kerwood drive. I have suggested the use of speed cameras but have been informed that the Council is not able to do this. I appreciate that this scheme will enhance the use and safety of the walkway (adjacent to Leonard Way) being part of the GMCA's Bee network initiative. I understand and support that part of the scheme (albeit with the same concerns).

This road scheme if implemented as set out in the report – will make our lives a misery – the constant bumping, scraping revving up/slowing down of vehicles as they pass over them will affect local residents.

Is it possible to review the scheme (could we use chicanes instead?) and ask residents about the impacts for them? It would make for a more balanced set of recommendations. Is it possible to review the scheme at the Western end of Salmon Fields?

I am happy to participate in discussion further if required.

Kind regards,

I wish to formally object to the proposal to install speed humps on the Salmon Fields bypass.

I regularly use this road during the course of my work and can see no reason whatsoever why speed humps are nece

Dear Sir/ Madam

Having spoken with a number of local people these are our objections to speed bumps being played on Salmon Fields.

Salmon Fields is non residential . It is used by service vehicles all the time, coming and going from the commercial property's on Salmon Fields.

Road humps are not recommended, by highways, for use on any road where they would impinge on service vehicles, causing negative impact. Salmon Fields services the industrial estates situated on it and is used predominantly by service vehicles. The addition of road humps would have definite negative impact. Salmon Fields is and has been, for many years, utilised as a non residential bypass, diverting heavy traffic away from residential roads, such as Turf Lane.

The use of road humps on this road will cause disproportionate slow speeds for traffic, causing traffic build up, increasing air and noise pollution due to the extra braking and acceleration required, using more fuel and omitting smog on the road, and noise levels will increase and cause additional wear and tear to vehicles. This would in turn encourage large volumes of traffic back to smaller roads, such as Turf Lane, increasing air and noise pollution for its residents.

Road humps would cause issues for emergency vehicles using Salmon Fields bypass to travel to or from emergencies. This would be a particular consequence for ambulances traveling to the hospital with emergency patients, as the road humps would force ambulances to take longer, less direct, alternative routes.

Highways state that for a road hump scheme to be considered necessary or granted, it would require evidence of high level accidents. To the best of my knowledge, there is not evidence of this on Salmon Fields and therefore, a road hump scheme is not necessary.

If evidence did exist to suggest accidents happen involving pedestrians on Salmon Fields, barriers running the length of the footpaths are the obvious answer. This will prevent the very few pedestrians that use Salmon Fields from crossing anywhere but the purpose built Tucan crossing and barriers would not have a negative impact on service vehicles including emergency service that use Salmon Fields regularly.

Regards

As above

As Above

I would like to object to the installation of speed humps on sound Fields this is a major arterial road mainly used by HGV's which would have to go extremely slowly to avoid risking damage the cargo to an extent where I believe it would cause good luck the route is also very close to Oldham a and e department at the hospital and would reduce response times of ambulances getting to and from hospital

Regards