

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

Decision Maker:	Director of Environment, Nasir Dad
Date of Decision:	29 November 2023
Subject:	Stamford Road, Huddersfield Road and Dunham Street, Lees - Safety Scheme
Report Author:	Richard Tang, Principal Engineer
Ward (s):	Saddleworth West & Lees

Reason for the decision:

As a result of two fatalities involving cyclists in 2020 and 2021 at the Huddersfield Road / Stamford Road / Dunham Street junction in Lees, a safety scheme has been developed to reduce the conflict resulting from turning traffic. This will be achieved by preventing Dunham Street traffic from entering Huddersfield Road, and implementing a right turn ban from Huddersfield Road into Dunham Street. Prohibitive waiting restrictions are also proposed for introduction to improve visibility at the Stamford Road / Dunham Street junction, and to maintain residential access along the easterly section of Dunham Street. It also proposed to relocate the bus stop that is positioned on Huddersfield Road, in-between the junctions of Stamford Road and Dunham Street, so a waiting bus doesn't interfere with visibility for motorists exiting the Stamford Road junction.

In addition to the above, the Ward Members have requested that traffic calming measures be implemented along Stamford Road and part of St John Street to reduce speeding.

Stamford Road is a local distributor road, linking Huddersfield Road to Lees Road. Due to its alignment being almost perfectly straight, residents have reported that vehicles are

regularly seen driving at speed. Stamford Road is also a bus route with regular services.

In addition to the two cycling fatalities, there have also been two other injury accidents recorded along Stamford Road in the previous five years, one of which resulted in serious injury due to a vehicle being driven at excessive speed.

A traffic survey undertaken in October 2020 revealed a high number of vehicles being driven over the 30mph speed limit with higher speeds recorded throughout the day and evening.

Speed cushions are therefore proposed for introduction, together with a 20mph zone which will link with the adjoining Turner Street 20mph zone.

Summary:

The purpose of this report is to seek approval to introduce the safety measures described in this report.

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

The alternative option would be to not install the measures described, but this would not address highway safety issue outlined above.

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

The Ward Members have been consulted and Councillor M Kenyon has stated:- I fully support the scheme as described in this report and thank Richard Tang and the many officers for their help and efforts in preparing it. Stamford Road and its junction with Huddersfield Road has long been a problem and are regularly brought up as a safety issue with me and my ward colleagues. Whilst I fully acknowledge that this will be little comfort to the families involved, from the two incredibly sad deaths that have happened here, hopefully some good that will come – a reduction in speed at this location will increase safety to all road users and pedestrians. It'll also benefit the quality of life of all people who live on Stamford Road.

Smashes and the sight and sound of all manner of vehicles speeding well above the speed limit is a daily occurrence along Stamford Road. I can clearly recall the day one resident phoned me in tears to say his dog had just been struck by a car speeding out of control as it came off

Huddersfield Road onto Stamford Road. As well as killing the poor dog, the driver struck it so hard it flew 10m through the air where it struck and injured another pedestrian. Horrific.

It's taken a while to introduce measures at this location which is due to the complexity of the junction and the surrounding infrastructure. To start with Sam, Alicia and I were keen for TfGM and Council officers to acknowledge that whilst the junction and its design was a real problem, there were other factors at play. We asked them to accept that a part of the danger at this junction was a result of excess speeds along Stamford Road, so speed reduction measures along the full length of Stamford Road were essential. We also wanted officers to acknowledge the problem speeds of some vehicles making the turn into Stamford Road from Huddersfield Road. We were very pleased that officers readily accepted these additional factors and that they have been very supportive in progressing this entire scheme.

Many have argued for traffic lights and a redesign of the junction. This just isn't possible for a variety of reasons:

- Traffic lights were predicted to cause huge delays along Huddersfield Road at rush hours
- There's a large gas main underneath the existing junction that would need moving if the junction were to be extensively redesigned. This wasn't possible with the amount of money available.

Some people have questioned the new bollards and the pedestrian refuge on Huddersfield Road

- The large refuge is to provide a safe space for pedestrians (often parents trying to walk their kids to/from school) to cross Huddersfield Road. Without this refuge, people have told me that they have a choice; cross one lane at a time and stand unprotected between two streams of very busy traffic or wait up to 10minutes for a gap to cross at busy times.
- The smaller bollard/refuge is to try to make the turn onto Stamford Road tighter. Without this bollard, the turning is more of a gradual bend with irresponsible

drivers tempted to take this at incredibly high speeds

Some people have objected to the changes to making a turn at Dunham Street:

- One of the reasons this junction is so hazardous is because of the amount of different directions traffic is travelling, so reducing the number of directions increases safety because other drivers have more opportunity to spot oncoming traffic.

Others have objected about the type, number and location of speed cushions because they will reduce parking and won't be as effective with wider vehicles :

- Whilst sinusoidal speed humps would have been ideal these are too expensive
- We've checked that speed humps are located to ensure that the minimum amount of parking is lost, but it is inevitable that some will be lost

Some have questioned why there are two sets of speed cushions to be located on St John Street:

- This is to try and maintain lower speeds as vehicles continue from Stamford Road onto St John Street, especially near the junction with Beckett Street, which is a junction used by many children crossing for the two nearby primary schools.

At the end of the day, something has to give. The junction and road is dangerous - it's a killer. Leaving it as it is just isn't an option. Supporting these measures is the right thing to do and I am incredibly happy to do so on behalf of the huge numbers of people who have asked me to do something about reducing speeds and increasing road safety in the ward.

Councillor S Al-Hamdani, I would like to support the application for this project. Stamford Road has seen significant vehicle speeds over a number of years, with regular incidents at the intersection on Dunham Street and Stamford Road in particular, as well as issues with visibility from traffic exiting the side roads on Stamford Road. The tragic deaths of two cyclists

on Huddersfield Road have made it clear that not making changes was not an option.

I am confident that, following extensive consultations with local residents, and conversations with the officers designing the scheme, that despite there being aspects of the scheme that are not perfect, this is largely the best scheme that can be brought forward to improve the situation.

I still have significant concerns that Dunham Street will remain a 30mph road, despite all other roads adjacent being 20mph (once this scheme is brought in). Turner Street, Smith Street and Dixon Street which exit into Dunham Street are all 20mph roads. Residents regularly report traffic descending Dunham Street well in excess of 30mph, and I regard this exception as being detrimental to the overall safety of the scheme.

Nevertheless, the proposals currently in the report should contribute to improving the safety of both pedestrians and motorists, and on that basis, I have no hesitation in supporting it.

Councillor A Marland, I am delighted that this safety scheme has been proposed for these areas.

These roads have suffered for many years with excessive speeds, dangerous driving, congestion and a lack of good visibility. Most residents are very supportive of these changes and welcome the proposals as there have been many incidents which have had a detrimental affect on their daily lives. The culmination of these was the tragic death of two cyclists on Huddersfield Road.

This scheme has been widely consulted with residents and the Officers have produced a workable solution which will ensure traffic calming is adhered to.

I am fully supportive of this 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 supports 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 following be introduced in accordance with the schedules at the end of this report:-

- speed cushions along Stamford Road and part of Dunham Street,
- a 20mph zone,
- associated Traffic Regulation Orders controlling parking and vehicle movements
- a 24 hour bus stop clearway

Implications:

*What are the **financial** implications?*

The cost for the advertising of the Traffic regulation order will be £1.4k and will be revenue expenditure.

This will be funded from the 2023/24 Highways TRO budget.

(John Edisbury)

*What are the **legal** implications?*

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.

In relation to the proposed traffic regulation orders, the Council must be satisfied that it is expedient to make the orders 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.

In relation to the proposed 20 mph zone, 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.

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.

In relation to the proposed bus stop clearway, since 2002 it has been possible to introduce a bus stop clearway without the need for a traffic regulation order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making traffic regulation orders. It is recommended that the approval procedure be followed. (A Evans)

What are the **procurement** implications?

Any works required by external contractors must be tendered in full compliance with the Council's contract procedure rules. To ensure such tenders can be facilitated in line with required programmes, procurement must be engaged at an early stage to support drafting of required tender and contract documentation and to allow sufficient timescales for tender responses from the market.

(Dan Cheetham, Procurement Business Partner)

What are the **Human Resources** implications?

None

Oldham Impact Assessment Completed (Including impact on Children and Young People)

No

<i>What are the property implications</i>	None
Risks:	None
Co-operative implications	The proposed traffic calming measures will put the safety of residents' first, reducing speeding and dangerous driving, helping to keep cyclists, pedestrians, and motorists safe. (Jonathan Downs – Corporate Policy Lead)
Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998	None. The measures proposed are aimed at improving highway conditions
Environmental and Health & Safety Implications	Health and Safety will be managed on site during construction by the appointed contractors.
IT Implications	None

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

There are no background papers for this report

Report Author Sign-off:	
Richard Tang	<i>R Tang</i>
Date: 29 November 2023	

In consultation with Director of Environment

A handwritten signature in black ink, appearing to be 'Maurice', written over a horizontal line that extends to the right.

Signed :

Date: 1st December 2023

Schedule
Drawing Number N0210212-0100-A-0100

Delete from the Oldham Borough Council (Lees area) Consolidation Order 2003
Delete from Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Huddersfield Road</u> (Both Sides) From a point 7 metres east of its junction with Culvert Street to a point 64 metres south east of its junction with Dunham Street	At Any Time		At Any Time

Add to the Oldham Borough Council (Lees area) Consolidation Order 2003
Add to Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Huddersfield Road</u> (North East Side) From a point 7 metres east of its junction with Culvert Street to a point 64 metres south east of its junction with Dunham Street	At Any Time		At Any Time
	<u>Huddersfield Road</u> (South West Side) From a point 7 metres east of its junction with Culvert Street to a point 54 metres south east of its junction with Dunham Street	At Any Time		At Any Time
	<u>Dunham Street</u> (South Side) From its junction with Stamford Road to its junction with Huddersfield Road	At Any Time		

	<u>Dunham Street</u> (North Side) From its junction with Stamford Road for a distance of 5 metres in an easterly direction	At Any Time		
	<u>Dunham Street</u> (North Side) From its junction with Huddersfield Road for a distance of 7 metres in a westerly direction	At Any Time		
	<u>Stamford Road</u> (West Side) From its junction with Dunham Street for a distance of 15 metres in a southerly direction	At Any Time		

Introduce a Prohibition of Entry

Length of Road	Description
<u>Dunham Street, Lees</u> From a point 7 metres west of its junction with Huddersfield Road to its junction with Huddersfield Road	No entry for easterly bound traffic from Dunham Street into Huddersfield Road

Introduce a Prohibition of Right Turn

Road	Description
Huddersfield Road, Lees at its junction with Dunham Street	No Right turn from Huddersfield Road into Dunham Street

Introduce a 24 Hour Bus Stop Clearway

Road	Description
Huddersfield Road, Lees	From a point 30 metres south east of Dunham Street for a distance of 24 metres in a south easterly direction

Introduce a 20pmh Speed limit

Road	Length
Stamford Road	Its Whole Length
St John Street	From its junction with Stamford Road up to and including its junction with Beckett Street

Introduce Pairs of Speed Cushions

Length 2.00 metres, width 1.65 metres, height 75mm with gradient of 1:15

Road	Location
Stamford Road	6 metres north of its junction with Dunham Street
Stamford Road	33 metres south of its junction with Dunham Street
Stamford Road	14 metres south of its junction with Willow Bank
Stamford Road	5 metres south of its junction with Lower Crossbank
Stamford Road	13 metres north of its junction with Higher Crossbank
Stamford Road	Approximately 4 metres north of its junction with Redwood Lane (a staggered arrangement)
Stamford Road	55 metres south of its junction with Redwood Lane
Stamford Road	Approximately 9 metres north of its junction with Belmont Avenue (a staggered arrangement)
Stamford Road	16 metres north of its junction with Hey Crescent
Stamford Road	7 metres north of its junction with St John's Court
Stamford Road	27 metres north of its junction with Den Lane
St John Street	13 metres north east of its junction with Owen Fold
St John Street	8 metres north east of its junction with Beckett Street

