

# Delegated Decision Report

Decision below £250k



<b>Subject:</b>	Wrigley Head Area, Failsworth – Experimental Traffic Management Scheme
<b>Decision maker: Senior Officer</b>	Nasir Dad, Director of Environment
<b>Decision maker: Cabinet Member</b>	Councillor C Goodwin, Portfolio Holder for Don't Trash Oldham
<b>Decision date:</b>	25 November 2024
<b>Report author:</b>	Sarah Robinson, Traffic Engineer
<b>Ward (s):</b>	Failsworth East

## Reason for decision

The purpose of this report is to seek approval for the introduction of a traffic management scheme in the Wrigley Head area of Failsworth, under experimental powers, to allow the effect of the measures to be monitored before a decision is made on the scheme remaining in place permanently.

This report supersedes a previous scheme which received Mod Gov approval on 2 January 2023, decision number D4571.

## Recommendation(s)

It is recommended that the Traffic management scheme detailed in the schedules at the end of this report be introduced on an experimental basis for a period of 18 months.

## Background

A traffic management scheme has been proposed along Wrigley Head, Failsworth, to prevent the use of Wickentree Lane from being used as an industrial access to the numerous businesses located at the southerly end of Wrigley Head.

Wickentree Lane and Wrigley Head form one continuous route with the majority of the properties being residential; however, the southerly end of Wrigley Head is mainly commercial / industrial, with many of the business requiring HGV access.

Some of the HGV drivers are accessing Wrigley Head via Wickentree Lane, with some movements taking place 24 hours daily. The noise generated from size of vehicle(s) seeking access, is causing an environmental nuisance for the residents.

The measures proposed to try and prevent this are:-

1. A 6'6" width restrictions on Wrigley Head, which will separate the residential area from the commercial / industrial area,

2. 7.5 tonne weight restrictions along the side roads which connect Wrigley Head / Wickentree Lane with Oldham Road. The weight restriction along the side roads will stop these narrow residential streets from being used for industrial access.
3. A reduction in the size of the splitter island on Wrigley Head at the Oldham Road junction
4. The introduction of additional yellow lines along Wrigley Head and George Street to assist HGV movements, and
5. One way working along Crown Street

To ensure access can be maintained for HGV's at the Oldham Road / Wickentree Lane junction, once the width restriction is in place, it is proposed to reduce the width of the splitter island on Wrigley Head.

Alterations were made to the size of the traffic splitter island several years ago, to address a recorded injury accident problem involving cyclists. The changes made to the island have addressed the accident problem but have also restricted access for some larger vehicles.

It is possible to reduce the size of the island to provide the required access to the businesses, but to prevent the return of the injury accidents it would be necessary to prohibit vehicles entering Wrigley Head from Crown Street. It is therefore proposed to make Crown Street one way to traffic; motorists wanting to access Wrigley Head from Crown Street will use Mitre Street and George Street.

To assist vehicle movements for larger vehicles wishing to access and exit George Street, it is proposed to introduce additional yellow lines along part of George Street to remove the problematic parking. It is also proposed to reduce the residents parking bay outside number 9 Wrigley Head by a short length; the length of the current parking area is creating access difficulties for deliveries to Old Mill Antiques who are located on Wrigley Head.

Once the width restriction is introduced, anything larger than a small van will not be able to access Wrigley Head from Wickentree Lane and vice versa; a facility will therefore be required to enable vehicles to turn round to head back in the direction of the Oldham Road / Wickentree Lane junction. This can be achieved by utilising the existing road junction at Wrigley Head / Wrigley Head Crescent, but parking will have to be removed to ensure there is sufficient space for vehicles to turn. It is therefore proposed to introduce short lengths of double yellow lines to protect the area for turning. The George Street junction can be utilised for turning on south side of the width restriction.

The proposal described above are detailed in the schedules described above and in accordance with drawing number 47 / A4 / 1736 / 1A and 1B.

### **Removal of Measures**

It is anticipated that most of the measures described above will be made permanent at the end of the experimental period, the only feature in question is the width restriction on Wrigley Head as it is uncertain impact this will have on the wider residential area. The cost for the removal of this features has therefore been included within the contingencies in the financial comments.

### **Alternative option(s) to be considered.**

If the traffic management measures described above are not introduced, the alternative option is to leave access along Wickentree Lane and Wrigley Head as it is now, but this will allow the continued use of Wickentree Lane by HGV drivers wishing to access the businesses at Wrigley Head. It is therefore recommended that the experimental traffic management scheme is introduced.

### **Consultation**

The Ward Members have been consulted and no comments have been received.

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.

### **Implications**

Financial	The cost to introduce a traffic management scheme along Wrigley Head and Wickentree Lane, Failsworth is shown within the below table and will be funded through the LTP Highway Maintenance Grant.	
		£
	Illuminated Signs	16,000
	Road Markings	2,000
	Non illuminated signs	7,000
	Construction of width restriction	17,000
	Alteration to Splitter Island	3,000
	Advertisement Costs	3,000
	Traffic Management	900
	Sub Total	48,900

	<p>Contingencies                      10,000</p> <p>Total                                      58,900</p> <p>Fee    7,800</p> <p>Total Cost                              66,700</p> <p>The proposed works will be capital, subject to them being retained permanently as detailed in the report. A capital cost centre has already been set up on M1248.</p> <p>It is anticipated that the works will cost £66.7k and will be wholly grant funded from within the existing capital programme and defrayed in 2024/25.</p> <p>Leonnie Wharton-Brown</p>
Legal	<p>The Council may, for the purposes of carrying out an experimental scheme of traffic control, make an order under section 9 of the Road Traffic Regulation Act 1984 making any such provision as may be made by a traffic regulation order. An experimental traffic order shall not continue in force for longer than 18 months.</p> <p>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.</p> <p>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</p>

	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)
Equality impact including implications for Children and Young People	None
Co-operative	The proposals set out in this report to introduce a traffic management scheme in the Wrigley Head area of Failsworth will improve wellbeing among residents who live in the area, by reducing environmental nuisance for the residents. By working with residents to resolve this problem we are working in a cooperative way, thereby, this proposal is in line with our cooperative agenda. (James Mulvaney, Policy Manager)
Procurement	Agreement of the traffic management scheme recommendation has no procurement bearing itself. However, any works or services required as a result of the scheme being approved to go ahead, will be subject to procurement in accordance with Council CPRs and Public Contracts Regulations. It is therefore recommended that the Commercial Procurement Unit are engaged early to ensure a compliant process can be carried out in time and in order to demonstrate value for money. (Jasmin Banks-Lee, Commercial Procurement Unit)

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

Background Papers under Section 100D of the Local Government Act 1972

Introduce the following orders on an experimental for a period of 18 months

Schedule

In accordance with Drawing Numbers 47 / A4 / 1736 / 1A and 1B

**Delete from** the Oldham Borough Council (Failsworth 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>George Street, Failsworth</u> North Side From its junction with Wrigley Head for 26 metres in a westerly direction	8am – 6pm		
	<u>Wrigley Head, Failsworth</u> West Side From its junction with Edmund Street for 75 metres in a northerly direction	Mon – Sat 8am – 6pm		

**Add to** the Oldham Borough Council (Failsworth 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>George Street, Failsworth</u> North Side From its junction with Wrigley Head for a distance of 50 metres in a westerly direction	At Any Time		

	<u>George Street, Failsworth</u> South Side From its junction with Wrigley Head for a distance of 20 metres in a westerly direction	At Any Time		
	<u>Wrigley Head</u> West Side From a point 18 metres north of George Street to a point 5 metres south of George Street	At Any Time		
	<u>Wrigley Head</u> East Side From a point 5 metres south of Ellesmere Street for a distance of 13 metres in a southerly direction	At Any Time		
	<u>Wrigley Head</u> East Side From a point 26 metres north of Ellesmere Street for a distance of 23 metres in a northerly direction	At Any Time		
	<u>Wrigley Head</u> East Side Extending from its junction with Oldham Road for a distance of 26 metres in a northerly direction	At Any Time		

	<u>Wrigley Head Crescent</u> Both Sides From its junction with Wrigley Head for a distance of 23 metres in a north westerly direction	At Any Time		
	<u>Wrigley Head</u> West Side From a point 5 metres south of George Street to a point 5 metres south of Edmund Street	8am – 6pm Mon – Sat		

#### **Introduce One Way Working**

Road	Length	Permitted Direction
Crown Street, Failsworth	From its junction with Wrigley Head to its junction with Mitre Street	Westerly

#### **Introduce a 6'6" Width Restriction**

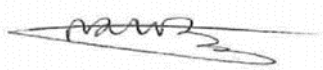
Road	Location
Wrigley Head	From a point 5 metres south of Ellesmere Street for a distance of 6 metres in a southerly direction



Introduce 7.5 Tonne Weight Restrictions except for loading

Road	Length
Ellesmere Street, Failsworth	Its full length
Evening Street, Failsworth	Its full length
Co-operation Street, Failsworth	Its full length
Passage at the Rear of 2 – 52 Co-operation Street	Its full length
Derby Street, Failsworth	Its full length
John Street, Failsworth	Its full length
Back William Street, Failsworth	Its full length
Wellington Street, Failsworth	Its full length
Peace Street, Failsworth	Its full length

Report author sign-off	Sarah Robinson
Role	Traffic Engineer
Date of sign-off	6 November 2024

Approval	
Officer approval sign-off	
Role	Director of Environment
Date of sign-off	25/11/24

