GRINDSBROOK ROAD AREA, RADCLIFFE
PROPOSED 20mph ZONE

SUMMARY
This report considers the responses received to an informal public consultation exercise regarding a proposed 20mph zone in the Grindsbrook Road area.

1.0 INTRODUCTION
1.1 As part of the StreetSafe initiative, the Council is promoting a programme of schemes designed to reduce the legal speed limit to 20mph on streets within residential estates and areas. The programme gives initial emphasis to streets with schools present and/or with recognised problems associated with through traffic which are both factors that can increase the potential for road collisions.

1.2 Schemes are designed to:
   - Improve safety for all road users, especially the more vulnerable;
   - Reduce vehicle speeds and encourage drivers to drive more calmly;
   - Reduce the number and severity of accidents;
   - Remove/discourage extraneous traffic;
   - Encourage healthier and environmentally-friendly modes of transport (walking and cycling etc.);
   - Deliver benefits to quality of life.

1.3 The Grindsbrook Road area has been included within the programme and consequently, the Council proposes to:
   - Establish an area-wide 20mph zone with signing at all boundary points.
   - Install pairs of 75mm high speed cushions on Grindsbrook Road (mostly located adjacent to existing traffic islands).
   - Introduce “20” carriageway roundels and/or repeater signs on streets within the area.

1.4 The boundaries of the scheme and locations of features and signing are shown on Plan No. TM7655.

1.5 The proposed scheme was discussed and endorsed by the Traffic Management Unit at its meeting on 24 March 2015.

1.6 A traffic count has been carried out on Grindsbrook Road and a typical average traffic speed of 30.2mph has been recorded.

2.0 CONSULTATION
2.1 Consultation leaflets were delivered to approximately 50 No. frontage properties within the boundaries of the proposed scheme in October 2015. In addition, residents/occupiers of the 45 No. frontage properties on Grindsbrook Road who will be more directly affected by the proposed physical features included within the proposals,
each received full consultation packages. These contained details of the proposed scheme, a response form and an addressed “freepost” envelope. Residents and other interested parties were invited to make comments on-line on the Council’s website or by post.

2.2 Residents were informed that all issues raised would be considered and that a report on the outcome of the consultation would be published on the Council’s StreetSafe website. The StreetSafe site provides comprehensive information about the initiative including information for road users and a “Frequently Asked Questions” section relating to the introduction of 20mph speed limits in residential areas.

2.3 A total of 32 completed response forms were returned from the 45 residents who received the full consultation packages (a return rate of 71%). In addition, a single response was received in response to the distribution of leaflets representing the views of approximately 2% of the remaining households consulted. Whilst this later figure may seem relatively small, this is not unusual for proposals which may not be seen to impose any immediate inconvenience for the residents of these streets.

2.4 The responses received from Grindsbrook Road residents have been tabulated as follows:

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support for proposed 20mph Zone</td>
<td>32</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Support for proposed features on Grindsbrook Road</td>
<td>24</td>
<td>8</td>
<td>0</td>
</tr>
</tbody>
</table>

The responses received from other residents from within the boundaries of the proposed scheme have been tabulated as follows:

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support for proposed 20mph Zone</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Support for proposed features on Grindsbrook Road</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

2.5 In summary, all of the 33 respondents indicated support for the proposed introduction of a 20mph zone. 24 respondents (73%) were supportive of the proposed physical features on Grindsbrook Road.

3.0 COMMENTS FROM RESIDENTS

3.1 The majority of residents who did not support the introduction of traffic calming measures as part of the scheme did not feel that speed cushions would provide the best solution to address speeding traffic/through traffic on this road. A number of these residents have suggested alternatives and these are discussed below. One resident is particularly opposed to the introduction of speed cushions adjacent to the frontage of their property.

3.2 A number of residents have raised concerns that the 20mph speed limit will not be observed unless it is enforced. The degree to which the speed limit is observed will depend on the willingness of residents and regular visitors to the area to support and comply with the lower speed limit. The proposed traffic calming features on Grindsbrook Road are expected to be self-enforcing. In addition, whilst they cannot be expected to carry out routine speed enforcement, the police have indicated that they will respond to any cases of wilful offending that are reported to them.

3.3 The following are specific additional comments received from residents regarding the proposals:
<table>
<thead>
<tr>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A number of residents have raised concern about: (i) potential damage to cars caused by driving over speed cushions, and (ii) discomfort for motorists and passengers.</td>
<td>The proposed speed cushions will be installed in line with Department for Transport specifications. These should not cause any issues for vehicles or occupants providing that drivers approach the speed cushions at an appropriate speed.</td>
</tr>
<tr>
<td>A number of residents have expressed concern that the speed cushions will generate noise and vibration as speeding cars, buses and goods vehicles pass over them. Concern has also been raised that the proposed features will create delays and increased journey times for emergency vehicles.</td>
<td>Speed cushions are designed to discourage all motorists from travelling at excessive speeds. Vehicles with a wide wheelbase, including buses, goods vehicles and vehicles operated by the emergency services, should be able to straddle the speed cushions and therefore avoid generating noise and vibration. Both the Passenger Transport Executive and the Emergency Services are supportive of the design of speed cushions specified in this scheme.</td>
</tr>
<tr>
<td>One resident has expressed concern that the speed cushions could cause accidents due to motorists driving erratically or aggressively. Concern has also been expressed that this will lead to increased carbon emissions and more air pollution.</td>
<td>There is considerable historical evidence available to demonstrate that collision rates and severity of collisions are reduced when traffic calming measures are introduced. The scheme is designed to reduce average vehicle speeds throughout the area to a level consistent with a 20mph speed limit and is expected to be a deterrent to through traffic. However, the scheme is not considered to be intrusive to such a degree that increased congestion and queuing will be a problem and there is no evidence to suggest that carbon emissions and air pollution will increase as a result.</td>
</tr>
<tr>
<td>One resident has suggested that full-width speed tables could be more effective than speed cushions.</td>
<td>In this case, pairs of speed cushions have been prescribed rather than full-width speed tables as a concession to the Emergency Services who prefer their use on key routes. Their wide-wheelbase vehicles can straddle speed cushions which are therefore less of an obstacle to attendance times and can keep passenger discomfort to a minimum. Speed cushions are also more suitable for cyclists who should be able pass on the kerb side of the cushions providing no parked vehicles are present.</td>
</tr>
<tr>
<td>A number of residents have suggested that a speed camera should be installed on Grindsbrook Road as an alternative to speed cushions in order to specifically target speeding drivers.</td>
<td>The operation of a speed camera on Grindsbrook Road cannot be justified as there is an insufficient history of serious injury collisions to satisfy the criteria required by the Department for Transport.</td>
</tr>
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<td>A number of residents have suggested that a speed camera should be installed on Grindsbrook Road as an alternative to speed cushions in order to specifically target speeding drivers.</td>
<td>The existing average traffic speeds on Grindsbrook Road are consistent with average speeds in other areas. The proposed scheme is expected to reduce average vehicle speeds throughout the area to a level consistent with a 20mph speed limit and is expected to be a deterrent to through traffic. However, the scheme is not considered to be intrusive to such a degree that increased congestion and queuing will be a problem and there is no evidence to suggest that carbon emissions and air pollution will increase as a result.</td>
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suggested that a scheme without physical measures (i.e. signing only) might be sufficient to reduce traffic speeds to 20mph.

One resident has suggested that the Authority should consider an alternative scheme which would include additional speed cushions (five pairs rather than four).

Road substantially exceed the criteria required for a 20mph speed limit. The introduction of a “signing only” scheme would therefore not be sufficient to make a 20mph speed limit self-enforcing.

The spacing of speed cushions has been designed according to guidance published by the Department for Transport. It is recognised that further measures would have the potential to be more effective at addressing vehicle speeds and be a greater deterrent to through traffic. Unfortunately, these would also create greater inconvenience to residents and, as other residents have already objected to the introduction of the proposed speed cushions, there would be no justification for considering additional measures at this time. However, should speeding problems persist then options to upgrade the scheme and include further measures can be reviewed.

3.4 Residents have raised a number of other issues relating to the Grindsbrook Road area which are outside the scope of the proposed 20mph zone. The issues raised include requests for:

- Improvements to carriageways and footways including repairs to potholes and gullies
- Restrictions on access (limited to access for residents and emergency services only)
- Improved signing and enforcement of the existing prohibition of entry into Bury and Bolton Road at the northerly end of Grindsbrook Road
- The introduction of a prohibition of right turn from Bury and Bolton Road into Grindsbrook Road
- A full closure to all traffic on Grindsbrook Road either at its junction with Bury and Bolton Road or at its mid-point
- Action to address congestion on Bury and Bolton Road including improvements to the traffic signals at the Higher Ainsworth Road/Starling Road junction
- The provision of pedestrian facilities on Bury and Bolton Road

These issues have been noted and will be investigated further where appropriate.

3.5 One resident has suggested that the existing 40mph speed limit on the adjacent length of Bury and Bolton Road should be reduced to 30mph. This change of speed limit has already been agreed and advertised. The proposed 30mph speed limit order for this length of road is expected to become operative early in 2016.

4.0 CONCLUSIONS

4.1 The responses received to the consultation exercise indicate that a clear majority of residents support the introduction of the proposed 20mph zone.

4.2 A number of residents have suggested additional and/or alternative traffic calming measures which they feel would provide greater benefits to road users. These have been listed and discussed above and, whilst none of the suggested variations have been included as part of the scheme at this time, options to review these will remain available should the performance of the proposed measures prove to be insufficient.
5.0 RECOMMENDATIONS

5.1 It is recommended that the proposals are formally advertised and, subject to the consideration of any objections that may be forthcoming, implemented as part of the Council’s StreetSafe initiative.

Les Watts
Principal Engineer, Road Safety

15 December 2015

List of Background Papers:

Returned response forms and responses posted to the Council’s “StreetSafe” website.

Enclosures:

Consultation Plan No. TM7655

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