

## Highways Impact

TfGM's Urban Traffic Control Unit carried out modelling for this development on behalf of Oldham and most of the TA is lifted from our responses to Oldham.

Our primary concern is that the scheme is unsafe and Glyn Boucher sent the following to Oldham in July 2016;

As the scheme stands there are several design considerations that will need to be addressed before a signal controlled scheme can be progressed.

Cycle and equestrian safety – these road users are considerably slower than motor vehicles. A failsafe method of detecting these users along the single lane section will need to be determined to avoid a dangerous conflict whereby opposing traffic can be allowed to receive a green signal. A stage one RSA should be completed before detailed signal design commences.

Modelling and capacity – the one way section appears to be approximately 120 metres which introduces a significant length of lost time. There may be implications of queuing traffic extending to the priority junction of Huddersfield Rd / Standedge Rd to the south and delays to traffic/buses generally.

Consideration should be given to a shared use pedestrian/cycle footway if carriageway width permits.

The private access adjacent to number 44 Huddersfield Rd appears to be signal controlled. This will increase queues and delays considerably and if the detection fails it will receive a green signal in all stages. Ideally this access should be removed from the scheme.

We are also concerned that the queue from the right turn into the car park will extend to the one-way section. Para 6.5.6 gives queue lengths dependent on usage of the car park, however the full results table that we supplied in our report to Oldham and is;

Level of Demand 2025 AM Peak	Average Queue Extent Full Hour (m)	Average Queue Extent Busiest 15 Min's (m)
100%	68	81
80%	62	74
60%	55	67
40%	44	57

This indicates that the queue will extend back to the one-way section during the busiest 15 minute period, even if the car park is only used by 60% of the demand. If the exit from the one-way section is blocked there will be excessive queuing in both directions on Huddersfield Road and the road will become even more unsafe as there will be vehicles effectively 'stranded' in the one-way section.

**Given the above we would not support this scheme.**