

# Oldham Borough Council



**Council Meeting**  
**Wednesday 13<sup>th</sup> December**  
**2023**

## **OLDHAM BOROUGH COUNCIL**

**To: ALL MEMBERS OF OLDHAM BOROUGH COUNCIL,  
CIVIC CENTRE, OLDHAM**

11 Notice of Opposition Business (Pages 1 - 8)

1. Conservative Amendment to Liberal Democrat Motion (1 - 4)
2. Labour Amendment to Liberal Democrat Motion (5 – 6)
3. Labour Amendment to Failsworth Independent Party Motion (7 – 8)

**PROCEDURE FOR NOTICE OF MOTIONS**  
**NO AMENDMENT**

MOTION – Mover of the Motion to MOVE



MOTION – Secunder of the Motion to SECOND – May reserve right to speak



DEBATE ON THE MOTION: Include Timings



MOVER of Motion – Right of Reply



VOTE – For/Against/Abstain



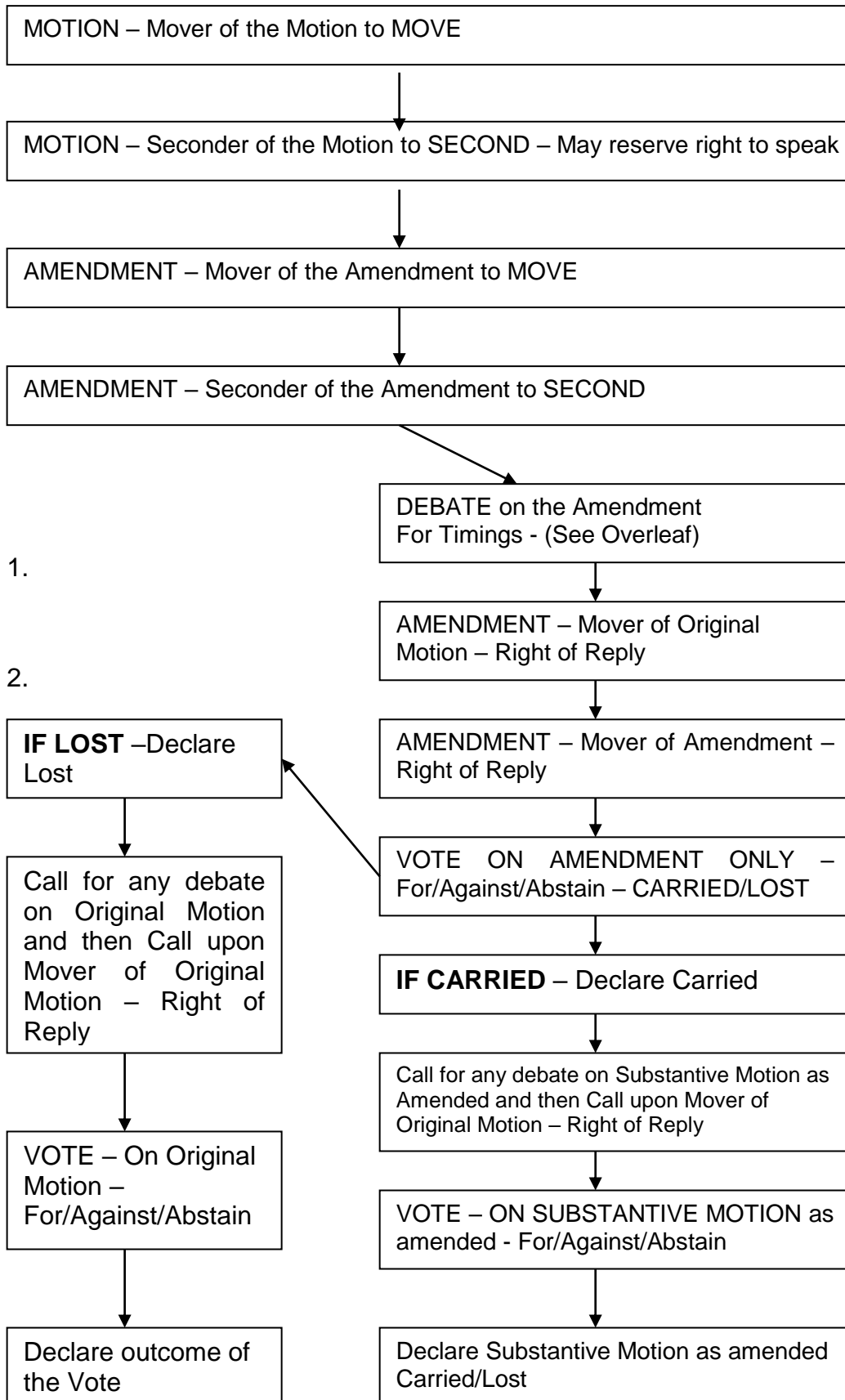
Declare outcome of the VOTE

**RULE ON TIMINGS**

(a) No Member shall speak longer than four minutes on any **Motion or Amendment**, or by way of question, observation or reply, unless by consent of the Members of the Council present, he/she is allowed an extension, in which case only one extension of 30 seconds shall be allowed.

(b) A Member replying to more than one question will have up to six minutes to reply to each question with an extension of 30 seconds

## WITH AMENDMENT



Conservative Group Amendment to Liberal Democrat Motion  
Item 11, Oldham Council Meeting of Wednesday 13<sup>th</sup> December 2023

Proposed: Cllr. Luke Lancaster

Seconded: Cllr. Pam Byrne

Council notes that:

- Speed limits on ~~many of our Borough's~~ ~~Britain's roads~~ are 60% higher than in Europe, residential and otherwise, are inappropriately high, and permit excessive speeds.
- Issues with speeding are not limited to residential roads, but all roads across the highway network.
- More than half of all accident casualties occur on roads with 30mph limits.
- A pedestrian is 7 times more likely to die if they are hit by a vehicle travelling at 30mph than they are at 20mph, rising to 10 times more likely if aged 60 or older.
- There are benefits to ~~R~~reducing speed limits on residential roads, including ~~has been found to~~ reductions in air pollution, the incidents of accidents, and the numbers of fatalities and serious injuries that result.
- Over 20 million citizens live in local authorities in the UK which have adopted or are adopting a default speed limit of 20mph on residential roads.
- The default ~~s~~Speed limits of 20mph has been adopted by other local authorities without the need for ~~require~~ the implementation of physical calming measures, and active enforcement, namely permanent cameras, otherwise they are largely permissive and general speeds still exceed the limit.
- Road safety experts from 130 countries adopted the 'Stockholm Declaration' recommending 20mph as the preferred default speed limit on residential roads in February 2020, and this was endorsed by the UN General Assembly in August 2020.
- The recent Welsh Government action to introduce default 20mph speed limits across their nation has resulted in great public opposition, with October 2023 polling conducted by Redfield & Wilton Strategies showing that 59% were against the change (only 29% in favour), and more than 450,000 people having signed a petition to the Senedd calling for the new policy to be reversed.
- Default 20mph limits risk the perception of arbitrary restrictions being applied on responsible motorists, and widespread disobedience with the speed limit; as well as longer-standing traffic generating greater emissions.
- 20mph zones are most appropriate and effective when implemented around schools, town and village centres, and locations of high pedestrian traffic and strong, local road safety concerns.

Council further recognise that:

- Covid-19 and the challenges that have come with building back from it demonstrate that one of our key concerns must be to address all aspects of public health.
- This should include lowering the default speed of motor vehicles on residential roads to reduce the danger they pose to residents and the pollution they emit.
- Such a measure should be comprehensive and cover all residential roads in the Council Area — unless there are specific and unique exceptions that necessitate a faster speed limit.

Council therefore resolves to:

- Establish an all-group working party to seek to implement a Council-wide 20mph

~~speed limit on residential roads as soon as possible. This should include identifying roads where the lower speed limit may not be appropriate and exploring enforcement measures such as average speed cameras and Community Speedwatch initiatives.~~

~~• Ask the Chief Executive to write to the leaders of all other Councils in the region that haven't already implemented 20mph speed limits as the default in their authority area, and to write to Highways England requesting that speeds are reduced on sections of the motorway network in our Council area to tackle pollution.~~

- Engage with residents in all communities across the Borough to establish locations which may be suitable for lower speed limits, including more 20mph zones which cover residential roads, and roads which are presently of higher and even national speed limits.
- Urgently review the effectiveness of existing 20mph zones, with a view to strengthening through physical traffic-calming measures and enforcement actions.
- Demonstrate flexibility in responding to requests for permanent speed cameras, rather than refusing simply on the grounds of rigid criteria.
- Utilise the recent £544,000 funding award from HM Government to perform a programme of pothole repairs and road improvements, which in turn deliver road safety benefit.

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Conservative Group Amendment to Liberal Democrat Motion  
Item 11, Oldham Council Meeting of Wednesday 13<sup>th</sup> December 2023

Proposed: Cllr. Luke Lancaster

Seconded: Cllr. Pam Byrne

Council notes that:

- Speed limits on many of our Borough's roads residential and otherwise, are inappropriately high, and permit excessive speeds.
- Issues with speeding are not limited to residential roads, but all roads across the highway network.
- There are benefits to reducing speed limits on residential roads, including reductions in the incidents of accidents, and the numbers of fatalities and serious injuries that result.
- Speed limits require the implementation of physical calming measure and active enforcement, namely permanent cameras, otherwise they are largely permissive and general speeds still exceed the limit.
- The recent Welsh Government action to introduce default 20mph speed limits across their nation has resulted in great public opposition, with October 2023 polling conducted by Redfield & Wilton Strategies showing that 59% were against the change (only 29% in favour), and more than 450,000 people having signed a petition to the Senedd calling for the new policy to be reversed.
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- Urgently review the effectiveness of existing 20mph zones, with a view to strengthening through physical traffic-calming measures and enforcement actions.
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## Amendment to the Liberal Democrat Motion

To be moved by Councillor Goodwin

Seconded by Councillor Ibrahim

~~Delete~~

Insert

Council notes that:

- Speed limits on Britain's Roads are 60% higher than in Europe.
- More than half of all accident casualties occur on roads with 30mph limits.
- A pedestrian is 7 times more likely to die if they are hit by a vehicle travelling at 30mph than they are at 20mph, rising to 10 times more likely if aged 60 or older.
- Reducing speed limits on residential roads has been found to reduce air pollution, the incidents of accidents, and the numbers of fatalities and serious injuries that result.
- Over 20 million citizens live in local authorities in the UK which have adopted or are adopting a default speed limit of 20mph on residential roads.
- The default speed limit of 20mph has been adopted by other local authorities without the need for the implementation of physical calming measures.
- Road safety experts from 130 countries adopted the 'Stockholm Declaration' recommending 20mph as the preferred default speed limit on residential roads in February 2020, and this was endorsed by the UN General Assembly in August 2020.

Council further recognises that:

- Covid-19 and the challenges that have come with building back from it demonstrate that one of our key concerns must be to address all aspects of public health.
- This should include lowering the default speed of motor vehicles on residential roads to reduce the danger they pose to residents and the pollution they emit.
- Such a measure should be comprehensive and cover all residential roads in the Council Area – unless ~~doing so would not be appropriate there are specific and unique exceptions that necessitate a faster speed limit.~~

Council therefore resolves ~~to~~:

- ~~To~~ establish an all-group working party to seek to implement a Council-wide 20mph speed limit on residential roads as soon as ~~practical subject to consultation and cost analysis possible~~. This should include identifying roads where the lower speed limit may not be appropriate and exploring enforcement measures such as average speed cameras, ~~in locations determined by TfGM criteria and current national guidelines~~, and Community Speedwatch initiatives.
- ~~Ask the Chief Executive to write to the leaders of~~ That the all-group working party works ~~with~~ all other Councils in the region that haven't already implemented 20mph speed limits as the default in their authority area ~~as part of the GM wide Vision Zero. and to write to Highways England requesting that speeds are reduced on sections of the motorway network in our Council area to tackle pollution.~~

### **Amended Motion to Read:**

Council notes that:

- Speed limits on Britain's Roads are 60% higher than in Europe.
- More than half of all accident casualties occur on roads with 30mph limits.
- A pedestrian is 7 times more likely to die if they are hit by a vehicle travelling at 30mph than they are at 20mph, rising to 10 times more likely if aged 60 or older.
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- Road safety experts from 130 countries adopted the 'Stockholm Declaration' recommending 20mph as the preferred default speed limit on residential roads in February 2020, and this was endorsed by the UN General Assembly in August 2020.

Council further recognises that:

- Covid-19 and the challenges that have come with building back from it demonstrate that one of our key concerns must be to address all aspects of public health.
- This should include lowering the default speed of motor vehicles on residential roads to reduce the danger they pose to residents and the pollution they emit.
- Such a measure should be comprehensive and cover all residential roads in the Council Area – unless doing so would not be appropriate.

Council therefore resolves:

- To establish an all-group working party to seek to implement a Council-wide 20mph speed limit on residential roads as soon as practical subject to consultation and cost analysis. This should include identifying roads where the lower speed limit may not be appropriate and exploring enforcement measures such as average speed cameras, in locations determined by TfGM criteria and current national guidelines, and Community Speedwatch initiatives.
- That the all-group working party works with all other Councils in the region that haven't already implemented 20mph speed limits as the default in their authority area as part of the GM wide Vision Zero.

**Failsworth Independent Party Motion December 2023 – AMENDMENT**  
**Proposed by Cllr S Mushtaq, Seconded by Cllr M Ali**

Delete

Insert

The protection and safeguarding of our children should be a priority for all of us. ~~Reviews on historical CSE have been in front of us before. Regular requests for independent inquiries continue to be refused.~~ After the Independent assurance review into safeguarding practices in Oldham led by Malcolm Newsam CBE and Gary Ridgeway, the council committed to ensuring that it would do whatever is necessary to keep children and young people safe in the borough.

Whilst we continue to seek justice for survivors of historical CSE we cannot ignore the fact that it is still happening now, that grooming is still happening and that grooming gangs are active.

~~The Leader of the Council has previously stated that CSE has and in all probability will continue to occur in the Borough.~~ The Leader of the Council acknowledged the reality that the abhorrent and disgusting crime of child sexual exploitation continued to occur in borough, and that all political parties should work together to ensure that potential victims can seek and receive support and justice.

**Council notes that:**

Information and knowledge are the most powerful tools that we have. We need to educate our children of the signs of ~~grooming and showing~~ grooming and show them who or where to go with any concerns. We need to give them the feeling that they can report anything in complete confidence. Being pro-active and highlighting this issue could prevent more children from becoming victims/survivors.

This issue is above any party-political leanings. Together we need to eradicate this corruption which lies within our society.

**Council resolves to;**

- ~~• Commit to facilitating relevant sessions across the Borough~~
- Continue to facilitate relevant sessions across the Borough
- ~~• Bring together all departments within the Council and work with other external bodies to deliver specific sessions on CSE and grooming.~~
- ~~• Work with partners to formulate and develop a straight forward and clear package which will be delivered to all Year 7 students in the Borough every year as a matter of course.~~
- Continue to bring together all departments within the Council and work with other external bodies to deliver specific sessions on CSE and grooming.
- ~~• Work towards rolling sessions out to Year 6 students.~~
- Continue to create age-appropriate materials and sessions that are made available to all schools in Oldham, both Primary and Secondary.

**Amended Motion to read**

The protection and safeguarding of our children should be a priority for all of us. After the Independent assurance review into safeguarding practices in Oldham led by Malcolm Newsam CBE and Gary Ridgeway, the council committed to ensuring that it would do whatever is necessary to keep children and young people safe in the borough.

Whilst we continue to seek justice for survivors of historical CSE we cannot ignore the fact that it is still happening now, that grooming is still happening and that grooming gangs are active.

The Leader of the Council acknowledged the reality that the abhorrent and disgusting crime of child sexual exploitation continued to occur in borough, and that all political parties should work together to ensure that potential victims can seek and receive support and justice.

**Council notes that:**

Information and knowledge are the most powerful tools that we have. We need to educate our children of the signs of grooming and show them who or where to go with any concerns. We need to give them the feeling that they can report anything in complete confidence. Being pro-active and highlighting this issue could prevent more children from becoming victims/survivors.

This issue is above any party-political leanings. Together we need to eradicate this corruption which lies within our society.

**Council resolves to;**

- Continue to facilitate relevant sessions across the Borough
- Continue to bring together all departments within the Council and work with other external bodies to deliver specific sessions on CSE and grooming.
- Continue to create age-appropriate materials and sessions that are made available to all schools in Oldham, both Primary and Secondary.