



Oldham
Council

Delegated Decision

Harewood Drive Area, Royton – Amendment to 20mph Zone

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

2 November 2020

Purpose of Report

The purpose of this report is to amend the existing 20mph zone within the Harewood Drive area, Royton to include a number of streets which were not originally included in the scheme but should be part of the 20mph zone.

Recommendation

It is recommended that streets detailed in the schedule at the end of this report be subject to a 20mph speed limit and included in the Harewood Drive area 20mph zone.

Harewood Drive Area, Royton – Amendment to 20mph Zone

1 Background

1.1 A 20mph zone was introduced in the Harewood Drive Area of Royton in June 2003 together with physical traffic calming measures along some of the streets to ensure the scheme is self-enforcing.

1.2 It has recently been brought to the attention of the Highways Team that several of the streets within the designated 20 mph zone, were not included within the speed limit order, which is deemed to be an oversight. The streets which were omitted from the scheme are:-

Chiltern Drive
Longdale Close
Camberwell Way
Chetwyn Avenue
Brantwood Close

1.3 It is therefore proposed that these streets be added to the Order so they are subject to the 20mph limit.

2 Options/Alternatives

2.1 Option 1: To approve the recommendation

2.2 Option 2: Not to approve the recommendation

3 Preferred Option

3.1 The preferred option is Option 1

4 Justification

4.1 To formalise the Harewood Drive 20mph zone it is proposed the streets omitted from the original scheme be subject to a 20mph speed restriction, in accordance with the schedule at the end of this report.

5 Consultations

5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.

5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

6 **Comments of Royton North Ward Councillors**

6.1 The Ward Councillors have been consulted and no comments were received.

7 **Financial Implications**

7.1 The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
TOTAL	<u>1,200</u>

7.2 The above costs will be funded from the Highways Operations – Unity budget.

(Nigel Howard)

8 **Legal Services Comments**

8.1 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.

8.2 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. (A Evans)

9 **Co-operative Agenda**

9.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework

10 **Human Resources Comments**

10.1 None.

11 **Risk Assessments**

11.1 None.

12 **IT Implications**

12.1 None.

13 **Property Implications**

13.1 None.

14 **Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

16 **Equality, community cohesion and crime implications**

16.1 Nil

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

21 **Proposal**

21.1 It is proposed that the streets listed in the schedule below be added to the Oldham Borough Council, Road Traffic Regulation Act 1984 The Oldham – Harewood Drive, Royton 20 mph Speed Limit Order 2003

Schedule
Drawing Number 47/A4/1620/1

Add to - The Oldham Borough Council, Road Traffic Regulation Act 1984
The Oldham – Harewood Drive, Royton 20 mph Speed Limit Order 2003

Road Affected	Length Affected
Chiltern Drive	From both its junction with Denbydale Way for its full length, a distance of 255 metres
Longdale Close	From its junction with Camberwell Way to its cul-de-sac end, a distance of 100 metres
Camberwell Way	Its full length between the Denbydale Way junctions, a distance of 120 metres
Chetwyn Avenue	From its junction with Denbydale Way to all 3 cul-de-sac ends, a distance of 320 metres
Brantwood Close	From its junction with Denbydale Way to its cul-de-sac end, a distance of 54 metres

APPROVAL

Decision maker



Signed _____
Cabinet Member,
Neighbourhoods & Culture

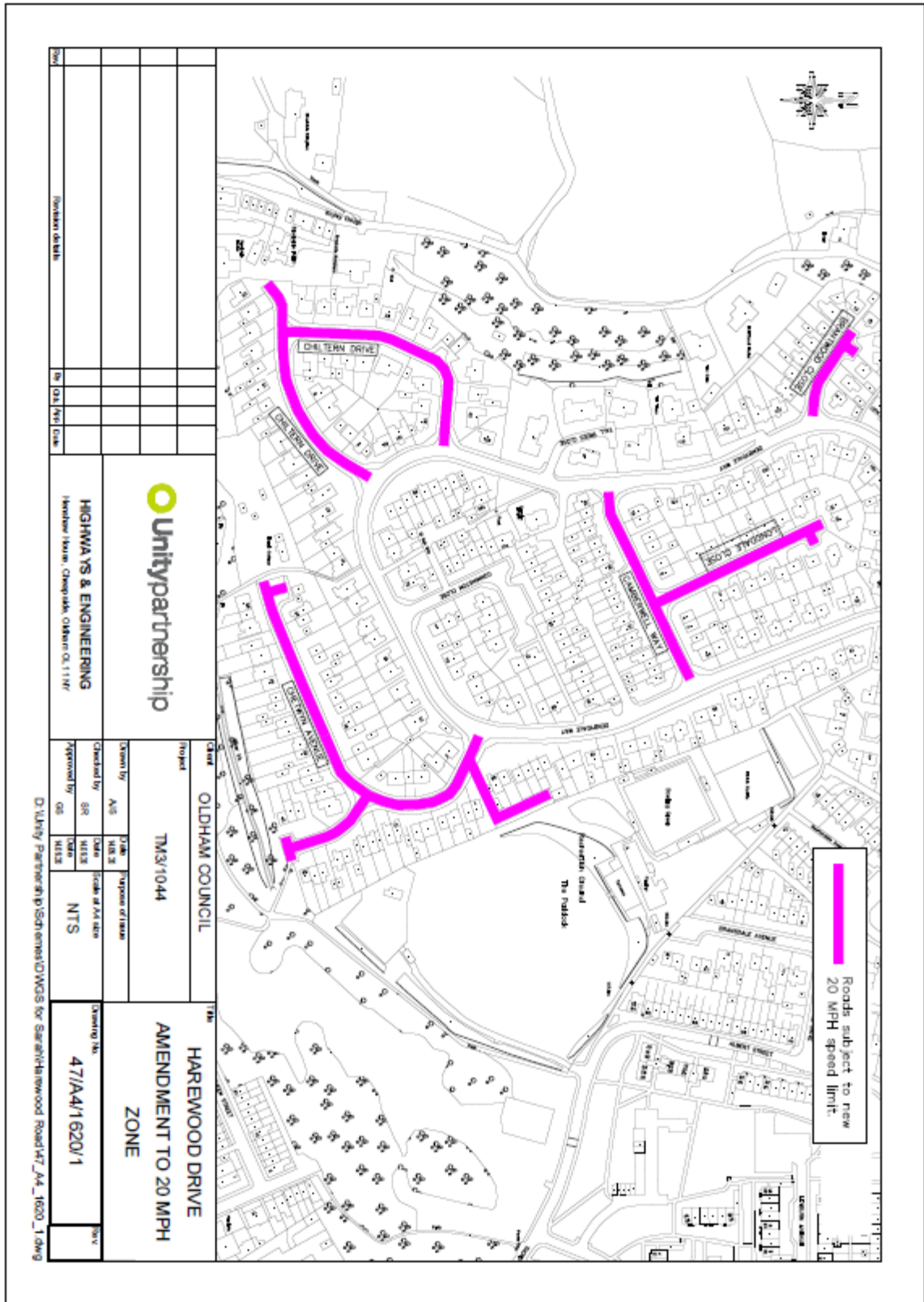
Dated 3rd November 2020

In consultation with



Signed _____
Director of Environmental
Services

Dated 3 November 2020



		HIGHWAYS & ENGINEERING Member Name: Cambridgeshire Oldham 02.11.19	
Drawn by: AJS Checked by: SIR Approved by: GRS	Title: HAREWOOD DRIVE Scale: as per site Date: 4/7/20/1	Project: TM3/1044 Client: OLDHAM COUNCIL	Drawing No: 47/A4/1620/1
HAREWOOD DRIVE AMENDMENT TO 20 MPH ZONE		D:\Unity Partnerships\Schemes\DMOS for Sarattharwood Road\KT_A4_1620_1.dwg	