



Oldham
Council

Delegated Decision

Proposed Priority Working and Traffic Calming Measures – Turf Lane, Royton

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

30 November 2020

Purpose of Report

The purpose of this report is to approve the implementation of priority working for traffic, at the former Railway Bridge, at Turf Lane, Royton, together with associated traffic calming measures, to improve footway provision for pedestrians.

Recommendation

It is recommended that the traffic calming measures associated with the scheme are approved, in accordance with the schedule at the end of this report.

Proposed Priority Working and Traffic Calming Measures – Turf Lane, Royton

1 Background

- 1.1 The purpose of this report is to seek approval to introduce a priority working scheme for vehicles along Turf Lane, Royton, at the old railway bridge and traffic calming features to reduce the speed of traffic on approach to the system, from each direction.
- 1.2 The scheme has been devised to enable wider footways to be constructed over the bridge; the current footway provision is not wide enough to accommodate pedestrians' side by side or single pedestrians with a pram or in a wheelchair. The only way of improving the footway widths is to utilise some on the carriageway, which would reduce the space available for traffic to a single traffic lane. To ensure traffic can gain access over the bridge safely, motorists would be controlled by priority working.
- 1.3 To reduce the speed of traffic on approach to the priority working it is proposed to introduce traffic calming measures on each approach.

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 The measures have been generated at the request of the Royton South Councillors who have been successful in securing funding for the measures through the Councils Local Investment Fund. Whilst the priority working can be implemented without the need for a Traffic Regulation Order; the proposed traffic calming measures will require advertising.

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 South Ward Councillors**

6.1 The Ward Councillors were consulted and are supportive of the scheme and are all in favour having initiated the project to help reduce speed and make the pedestrian crossing over the old railway bridge safer.

7 **Financial Implications**

7.1 The cost of introducing the order is shown below:

	£	£
Revenue Expenditure		
Advertisement of Order		1,200
Capital Expenditure		
Construction Costs	28,800	
Fees	3,000	
		31,800
Total Expenditure		33,000

7.2 The capital element of the proposal (£31.8k) will be charged to the relevant scheme within the 2020/21 Transport Capital Programme. It should be noted that none of the £31.8k allocation has been committed, leaving the full balance available to accommodate the cost of this scheme

7.3 The financing for this Local Improvement Fund scheme is prudential borrowing (£29.5k) and Local Transport Plan (LTP) Highway Maintenance Grant (£2.3k).

7.4 The £1.2k revenue advertising costs will be met from within the existing Highways Operations revenue budget allocation.

(John Edisbury)

7.5 It is acknowledged that the Council's approved strategy is to locally ringfence the LTP Highways Maintenance Grant to the Highways Service and finance Local Improvement Fund schemes from prudential borrowing. However, when the 2020/21 to 2024/25 Capital Strategy and Capital Programme were approved, there was some financial certainty and the Council had a reasonable understanding of the financial challenge it was facing. The position has changed with the impact of the COVID-19 pandemic.

- 7.6 The financial implications of the pandemic remain difficult to assess as much depends on the length of time the emergency continues, the level of Central Government support and Council priorities. The Council must give itself as much flexibility as possible to adjust its capital spending plans as it responds to the demands of a changing public sector environment having regard to the reduced resources that it is likely to have for the foreseeable future.
- 7.7 It is therefore essential that no decision is made to commit resources without having regard to the wider financial and on-going service delivery requirements/implications.
- 7.8 A commitment to the scheme included in this report must therefore be considered in the context of potential future competing demands for capital resources and also the revenue budget that is committed to support the capital financing costs. This must therefore be considered a high priority. Regard must also be had to the Councils financial risk minimisation strategy.

(Anne Ryans, Director of Finance – S151 Officer).

8 Legal Services Comments

- 8.1 The Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals. (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 – In accordance with current specifications

15.5 Built Environment – Alteration to visual appearance of area

15.6 Natural Environment – Nil.

15.7 Health and Safety – The scheme will create a safer environment for pedestrians

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 traffic calming measures detailed in the following schedule be approved.

Schedule


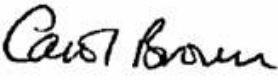
Drawing Number 2384/A3/130/1

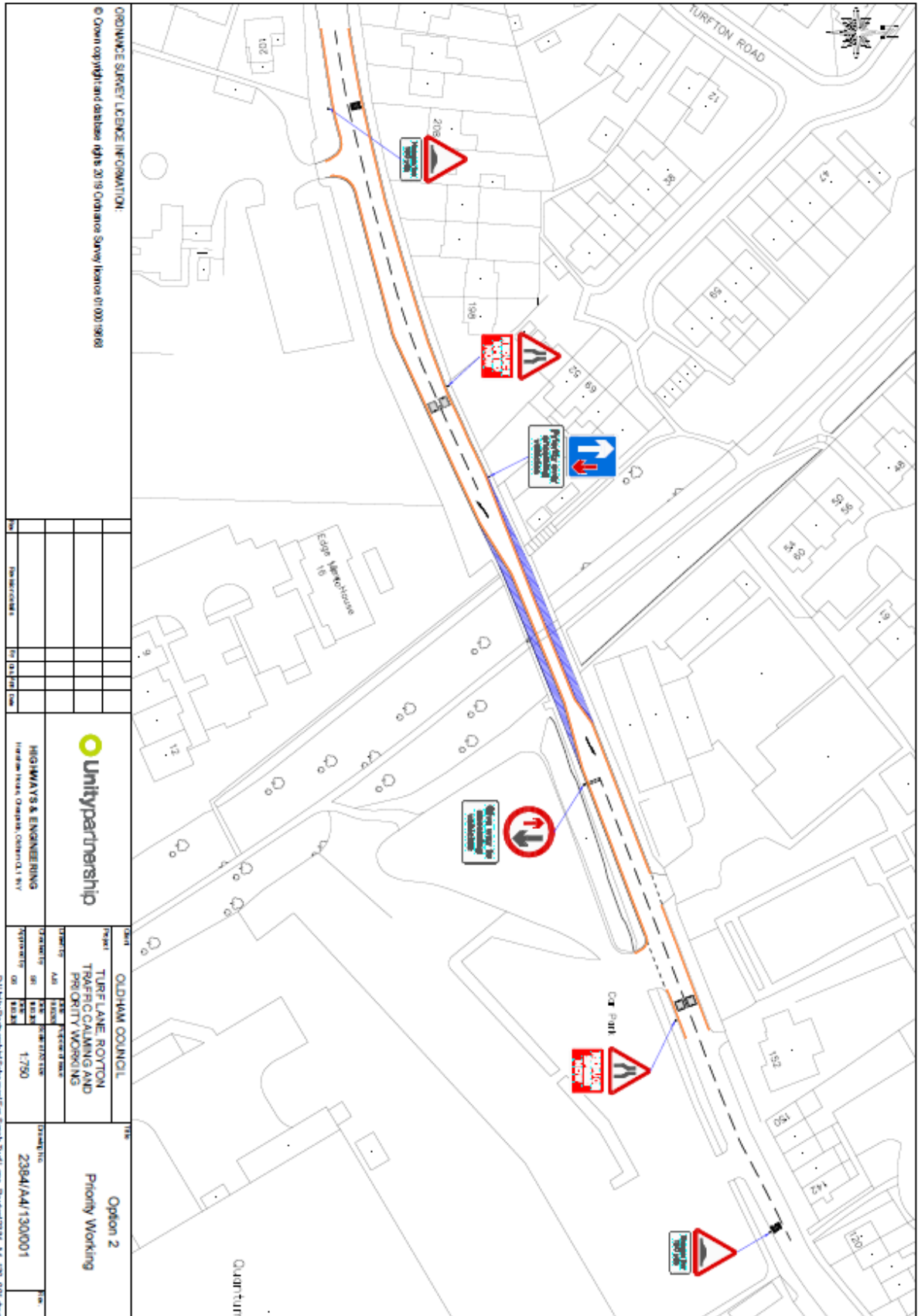
Speed Cushions

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
Turf Lane, Royton	Located at a point 100 metres north east of Sunfield Drive
Turf Lane, Royton	Located at a point 157 metres South West of Cornish Way

APPROVAL

<p>Decision maker</p>  <p>Signed _____ Cabinet Member, Neighbourhoods and Culture</p>	<p>Dated 01st December 2020</p>
<p>In consultation with</p>  <p>Signed _____ Director of Environmental Services</p>	<p>Dated 30.11.20</p>



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Unitypartnership
 HIGHWAYS & ENGINEERING
 Higham Heath, Ouseburn, Ouseburn Valley

Client	OLDHAM COUNCIL
Project	TURF LANE, ROYSTON TRAFFIC CALMING AND PRIORITY WORKING
Drawn by	AM
Checked by	AM
Approved by	AM
Date	17/05/20

**Option 2
Priority Working**

2384/AA/130/001

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