



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Additions to Crompton House School Safety Scheme, Shaw following Road Safety Audit**

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**12 April 2021**

### **Purpose of Report**

The purpose of this report is to consider the implementation of additional measures on Grampian Way and Hawkshead Road as recommended in the Road Safety Audit carried out on the scheme.

### **Recommendation**

It is recommended that the additional measures as set out in the drawings and schedules at the end of this report are implemented.

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## Proposed Additions to Crompton House School Safety Scheme, Shaw following Road Safety Audit

### 1 Background

#### General Conditions

- 1.1 A Delegated Decision Report on the Proposed School Safety Zone – Crompton House School, Shaw was signed off on the 4 October 2019. A copy of the report is attached in Appendix 1 of this report.
- 1.2 A Stage 2 Road Safety Audit (RSA) was carried out on the proposals contained within the initial report on the 25 June 2020. Of the 7 problems highlighted in the RSA Report, 3 require amendment and addition to the Traffic Regulation Order associated with the scheme which have been formally advertised. The 3 problems raised requiring amendment and addition to the Traffic Regulation Order are:

##### 2.1.1 PROBLEM 1

LOCATION	The the 20mph Zone Gateway on Hawkshead Rd at its junction with Grampian Way
SUMMARY	Drivers may be inclined to speed up when leaving 20mph Zone and entering Hawkshead Road (minor road) from Grampian Way. This may lead to inappropriate speeds in a residential area resulting in collisions with vulnerable road users.
DETAIL	Hawshead Road has a lower hierachy, is narrower and more densley residential than Grampian Way. Introducing the 20/30 interface at this location gives the incorrect message to drivers who may be inclined to increase speed and expect less vulnerable road user activity along Hawkshead Road when entering the 30mph speed limit.
RECOMMENDATION	Include Hawkshead Road in the proposed 20mph Zone

##### 2.1.3 PROBLEM 3

LOCATION	Grampian Way and Duchess Street
SUMMARY	Some of the proposed Speed Cushions Pairs are likely to be less effective in reducing speeds to 20mph as intended. This may lead to higher than expected speeds and road traffic ijury collisions between motor vehicles and vulnerable road users resulting in collisions with high severities..
DETAIL	In accordance with the Standard Details, Speed cushion pairs are normally introduced where carriageway width is 5.8m. As Duchess Street and Grampian Way are far wider than 5.8m it will be possible for drivers to avoid traversing them and so less likely to slow down within the SSZ.
RECOMMENDATION	Introduce Speed cushion arrangements in line with the road width and in accordance with the Standard Details

#### 2.1.4 PROBLEM 4

LOCATION	Duchess Street Parking Bays
SUMMARY	Drivers are likely to avoid the Speed Cushions when parked cars are not present in the parking bays. This could lead to increased speeds and sudden changes of direction leading to collisions with other vehicles and vulnerable road users...
DETAIL	The proposals indicate the provision of a parking bay on Duches Street adjacent to a pair of proposed Speed Cushions. During periods when vehicles are not parked parallel to the kerb at this point there will be a gap for drivers to use to bypass the traffic calming facility
RECOMMENDATION	Introduce a third speed cushion in the parking bay area alongside the proposed pair.

- 1.3 The recommendation associated with Problem 1 raised in the RSA Report is the introduction of a 20mph speed limit on Hawkshead Road for its entire length. The implementation of this recommendation required a new Traffic Regulation Order (TRO).
- 1.4 Hawkshead Road is a residential Street, that is subject to street lighting and 30mph speed limit by virtue of such. The carriageway is not currently subject to “traffic calming” features. Although Greater Manchester Police are not generally supportive of the introduction of “sign only” 20mph speed limits. It is our belief that on this route the introduction of 30mph terminal signs when entering the road from a 20mph limit would give drivers the impression that they are entering a different driving environment when they are not. Norwood Close and Cheviots Road are short cul-de-sacs leading off Hawkshead Road which would also become subject to the proposed 20mph speed limit.
- 1.5 Many of the properties on Hawkshead Road have off street parking, however on street parking does occur on both sides of the carriageway at several locations. This on-street parking has the action of narrowing the carriageway and slowing vehicle speeds. It is our view that this road is suitable to be subject to a 20mph speed limit.
- 1.6 The recommendation associated with Problems 3 and 4 raised in the RSA Report is to increase the number of speed cushions at the two locations identified from 2 to 3 due to the width of the existing carriageway. The implementation of these recommendations will require a variation to the schedule in the previously approved Delegated Decision Report. Therefore, this Schedule will need to be re-advertised.

## 2 Options / Alternatives

- 2.1 Option 1: To approve the introduction a 20mph maximum speed limit on Hawkshead Road and re-advertise the amended traffic calming features as recommended in the schedules at the end of this report.
- 2.2 Option 2: Not to approve the recommendations as detailed in this report.

## 3 Preferred Option

- 3.1 The preferred option is to approve Option 1.

## 4 **Justification**

- 4.1 The introduction of a 20mph maximum speed limit on Hawkshead Road and the 2 cul-de-sacs is in keeping with the speed limit in the surrounding area.
- 4.2 The introduction of 3 speed cushions at the identified locations will ensure that the features are effective and that drivers are not able to avoid the traffic calming features without reducing speed.

## 5 **Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and in principle GMP would have no objection to this proposal.

However, as mentioned within the TMU report, the omission of any physical features to support the speed reduction along Hawkshead Road would need to be monitored to ensure that a satisfactory compliance level is being achieved to support the 20mph limit. Should vehicle speed compliance be an issue in the future, then GMP would expect Oldham MBC to remedy the current proposal to include engineered physical measures to reduce vehicle speeds or to reinstate the 30mph limit along this route. As enforcement of excess speed offences is not a substitute to appropriately reduced speed limits along the public highway.

- 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 Crompton Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Ward Councillors support the proposals but would like to see the 20mph speed limit extended and include the top end of Trent Road to address speeding vehicles around the high foot fall areas of St Andrew's Methodist Church, Top Shops and of course St Andrew's Pre-School. The scheme could also include Hawkshead Road. We would like to see the new scheme link up with an existing 20mph reference attached map to see continuity of 20 mph along the length of Trent Road.

## 7 **Response to Councillors Comments**

- 7.1 We will not be undertaking the extension as:
- Its outside of the remit of the school safety zone and we will consider this as a future scheme

- There are no speed control measures currently on Trent Road between Derwent Drive and North Downs Road which need to be considered for the 20mph extension
- As part of the study the offshoot estates will need a consideration as well

7.2 The focus is on the delivery of the scheme to meet planning conditions, upon completion we can undertake a study and a costing exercise to confirm what funding needs to be sought for future delivery.

7.3 The study will include accident data to review the priority of the scheme compared to other locations within the Borough.

7.4 Additionally, the extensions will require support from the GMP and at this stage with no review we cannot confirm what their response will be.

## 8 Financial Implications

8.1 The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,500
Traffic signs and road markings	1,500
Fee and site supervision	<u>500</u>
<b>TOTAL</b>	<b><u>3,500</u></b>
Annual Maintenance Costs (calculated January 2021)	200

8.2 The advertising/signage/road marking and fee costs of £3,500 will be met from the Schools capital programme (scheme M0894 – Crompton House Additional 4FE). The above cost excludes the in-situ traffic calming cushions that were introduced and paid for as part of an earlier highways scheme.

8.3 The annual maintenance costs estimated at £200 per annum will be met from the Highways Operations budget. If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end.

(Nigel Howard)

## 9 Legal Services Comments

9.1 In relation to the proposed speed cushions, 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.

9.2 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.

9.3 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)

## 10 **Co-operative Agenda**

10.1 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.

## 11 **Human Resources Comments**

11.1 None.

## 12 **Risk Assessments**

12.1 None.

## 13 **IT Implications**

13.1 None.

## 14 **Property Implications**

14.1 None.

## 15 **Procurement Implications**

15.1 None.

## 16 **Environmental and Health & Safety Implications**

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – In accordance with current specifications

16.5 Built Environment – Alteration to visual appearance of area

16.6 Natural Environment – Nil.

16.7 Health and Safety – The measures will create a safer environment for all highway users.

## 17 **Equality, community cohesion and crime implications**

17.1 The provision of school safety zones along Rochdale Road and Crompton Way will create a safer environment for all highway users and have a positive effect on community cohesion. The introduction of these additional measures will complement the existing proposals.

## 18 **Equality Impact Assessment Completed?**

18.1 No.

## 19 **Key Decision**

19.1 No.

## 20 **Key Decision Reference**

20.1 Not applicable.

## 21 **Appendices**

21.1 Appendix 1 – Copy of Delegated Report

## 22 **Background Papers**

22.1 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.

## Schedule 1

### 20mph Speed Limit Order Drawing number 47/A4/1630/2

Road	Length Affected
Hawkshead Road	For its entire length
Norwood Close	For its entire length
Cheviots Road	From its junction with Hawkshead road in for a distance of 25 metres

## Schedule 2

### Proposed Physical Traffic Calming Measures Drawing number 47/A4/1630/1

Road	Measures	Location
Duchess Street	Triple Cushions	70.5 metres East of its junction with Crompton Drive
Grampian Way	Triple Cushions	52 metres South of its junction with North Down Roads

## **APPROVAL**

### **Decision maker**



Signed \_\_\_\_\_  
Cabinet Member,  
Neighbourhoods and Culture

Dated: 13<sup>th</sup> April 2021

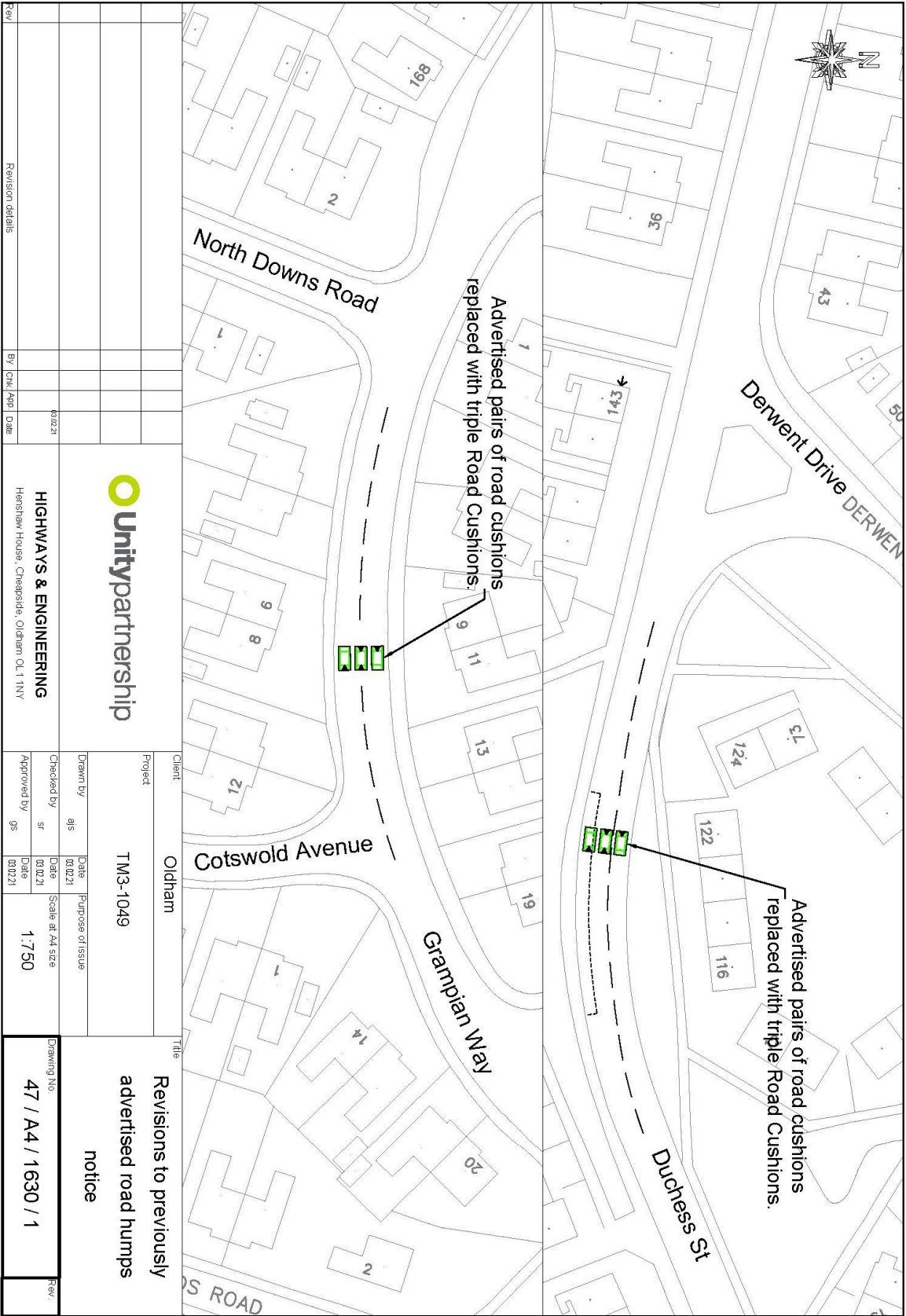
### **In consultation with**

Signed   
Director of Environmental  
Services

Dated: 13 April 2021







Revision details	By	CHK/APP	Date						
			03/02/21						
				<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY					
Client		Oldham		Project		TM3-1049			
Title		Revisions to previously advertised road humps notice							
Drawn by		ajs		Date		03/02/21		Drawing No.	
Checked by		sr		Date		03/02/21		47 / A4 / 1630 / 1	
Approved by		gs		Date		03/02/21		Rev.	
Purpose of issue									
Scale at A4 size		1:750							

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**APPENDIX 1**  
**COPY OF DELETED REPORT**

## **Delegated Decision**

# **Proposed School Safety Zone - Crompton House School, Shaw**

Report of: Deputy Chief Executive – People and Place

Officer contact: Jawad Hashmat, Engineer  
Ext. 4372

**23 September 2019**

### **Purpose of Report**

The purpose of this report is to seek approval for the introduction of school safety zones on Rochdale Road and Grampian Way / Duchess Street, which were a condition of the planning permission for the extension of Crompton House School. The proposals are intended to improve road safety for pupils when arriving and leaving Crompton House School by providing a safe place to cross and reducing the speed of vehicles, thereby reducing the risk of accidents.

### **Recommendation**

It is recommended that school safety zones are introduced. The following measures have been identified to satisfy planning conditions associated with the extension of Crompton House School (part demolition of the existing school and construction of new school blocks, single storey extension and three storey teaching block).

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Delegated Decision

## **Proposed School Safety Zone – Crompton House School, Shaw**

### **1 Background**

- 1.1 A planning application has been approved for the extension of Crompton House School to increase pupil capacity by 32% by 2024. The planning application is for the part demolition of the existing school and construction of new school blocks (single storey extension and three storey teaching block).
- 1.2 The primary access for Crompton House School is located on Rochdale Road. The planning application for Crompton House School includes proposals for a new secondary access (staff and pupil entrance) to the rear of the school on Grampian Way / Duchess Street.
- 1.3 The Transport Assessment states that the second primary access on Grampian Way into the school will reduce the volume of pupils on Rochdale Road.
- 1.4 The school is located on Rochdale Road, which is a 30mph single carriageway urban district distributor B-road connecting Shaw and Rochdale. To the rear of the school, where the secondary access is to be located, are Grampian Way and Duchess Street, which are single carriageway residential estate roads. On Duchess Street, there is an existing 20mph zone between Duchess Park Close and the junction of Derwent Drive.

### **2 Current Position**

- 2.1 The Transport Assessment has highlighted a number of highway safety issues with the current school access arrangement. The highway safety issues highlighted consist of;
  - i) Parents dropping off or picking pupils up in their cars, stopping their vehicles and creating congestion on Rochdale Road.
  - ii) The volume of pupils descending onto Rochdale Road at school finish time.
- 2.2 Highway safety on Rochdale Road should be improved, due to the 32% increase in pupils attending the school.
- 2.3 Highway safety on Grampian Way / Duchess Street should also be improved, to accommodate the pedestrian flow from the new second primary access on Grampian Way.

- 2.4 The planning permission for the extension of Crompton House School includes the following conditions;
- i) The development hereby approved shall not be brought into use unless and until a detailed scheme of school safety zone, including the provision of all appropriate signs, marking and pedestrian crossing on the approach to the site along Rochdale Road has been submitted to and approved in writing by the local planning authority. Thereafter, such works that form the approved scheme shall be completed before any part of the development is brought into use.
  - ii) The development hereby approved shall not be brought into use unless and until a detailed scheme of school safety zone, including the provision of all appropriate signs, marking, traffic calming and construction on the approach to the site along Grampian Way / Duchess Street has been submitted to and approved in writing by the local planning authority. Thereafter, such works that form the approved scheme shall be completed before any part of the development is brought into use.
- 2.5 The existing highway arrangement on Rochdale Road and Grampian Way / Duchess Street is shown on drawings 1077360-0100-A-0104, 0105 & 0106.

## 2 Options/Alternatives

- 3.1 Option 1: To approve the introduction of school safety zones detailed at paragraph 2.4
- 3.2 No other option was considered.

## 4 Preferred Option

- 4.1 The preferred option is Option 1.

## 5 Justification

- 5.1 The extent of preferred option 1 is shown on drawings 1077360-0100-A-0100, 0101, 0102, 0103 and 0107.
- 5.2 The Proposed Scheme involves:
- The existing traffic sign and road marking layouts on Rochdale Road and Grampian Way / Duchess Street are to be updated to current standards and to include for the extended traffic regulation order, entry gateways to 20mph zone and School Safety Zone (puffin crossing, signs and road markings - including yellow zig zags with the words "School Keep Clear", see Schedule 3 & 4).
  - The construction of a puffin crossing at Rochdale Road (see Schedule 5).

- The construction of additional traffic calming measures on Grampian Way / Duchess Street (4 pairs of speed cushions on Grampian Way / Duchess Street at spacings to maximise speed reduction and road safety – see Schedule 1).
- Amendments to the existing 20mph speed limit traffic regulation order on Grampian Way, to include Grampian Way from Derwent Drive to 9.3m south of Northdowns Road (see 20mph speed limit traffic regulation order Schedule 4).

5.3 Due to the residential nature of Grampian Way / Duchess Street and the fact that it is a bus route, each of the traffic calming measures will be constructed in accordance with the TfGM's "Bus Friendly" specification.

5.4 As part of these measures it is also proposed to introduce double yellow lines on Fraser Street, at its junction with Duchess Street, to remove obstructive parking observed to be taking place. This proposal can be seen on drawing number 47/A4/1538/1.

## 6 Consultations

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

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

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

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

## 7 Comments of Shaw Ward Councillors

7.1 The Ward Councillors have been consulted and Councillor D Murphy fully supports this proposal and along with my Ward colleagues have campaigned for safety improvements following the recent plans for a school expansion.

I would like to add that the bus stop has been moved slightly down the road from 143 Duchess Street roughly outside 137 Duchess Street without consultation, residents are not opposed to the move and have requested a painted bus bay because sometimes vehicles park along the road forcing the bus to park further up.

I have also witnessed the bus park up turning its engine off waiting to get its time back in readiness for its next stop.

Could a bus bay be implemented please a part of the scheme obvious with official consultation with residents.

## 8 Response to Councillors Comments

- 8.1 The location of an existing bus stop on Duchess Street and a request for a painted bus bay are not part of the Crompton House school safety zone scheme and is currently with the Traffic Team who will carry out discussions with Transport for Greater Manchester.

## 9 Financial Implications

- 9.1 The cost of introducing the road safety measures and annual revenue commitment are detailed below.

	£
Cost of Works	
Construction Costs (including 5% Contingency)	60,653
Consultation, design and Site Supervision Fees	19,500
Statutory Advertising	3,000
<b>TOTAL</b>	<b>83,153</b>
Annual Maintenance Costs (calculated July 2019)	300
<b>Capital</b>	

- 9.2 Funding has been made available through the Schools Capital Programme within the overall budget for extension works at Crompton House.

### Revenue

- 9.3 The annual maintenance costs of £300 will be met from the Highway's Operations budget.

(John Edisbury)

## 10 Legal Services Comments

- 10.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.
- 10.2 Under S23 of the Road Traffic Regulation Act 1984, the Council may establish crossings on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police and give public notice of the proposal.



- 10.3 In relation to the proposed 20 mph limit, 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.
- 10.4 In relation to the proposed speed cushions, 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.
- 10.5 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)

## 11 **Co-operative Agenda**

- 11.1 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.

## 12 **Human Resources Comments**

- 12.1 None.

## 13 **Risk Assessments**

- 13.1 None.

## 14 **IT Implications**

- 14.1 None.

15 **Property Implications**

15.1 None.

16 **Procurement Implications**

16.1 None.

17 **Environmental and Health & Safety Implications**

17.1 Energy – Nil.

17.2 Transport – Nil.

17.3 Pollution – Nil.

17.4 Consumption and Use of Resources – In accordance with current specifications

17.5 Built Environment – Alteration to Visual appearance of area

17.6 Natural Environment – Nil.

17.7 Health and Safety – The measures will create a safer environment for all highway users

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

18.1 The provision of school safety zones along Rochdale Road and Crompton Way will create a safer environment for all highway users and have a positive effect on community cohesion.

19 **Equality Impact Assessment Completed?**

19.1 No.

20 **Key Decision**

20.1 No.

21 **Key Decision Reference**

21.1 Not applicable.

## 22 Background Papers

22.1 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.

## 23 Proposal

23.1 It is proposed that Traffic Calming measures are introduced along Grampian Way / Duchess Street, 9.3m southeast of Derwent Drive to 25.3m northwest of Cotswold Avenue in accordance with the following schedule.

### **SCHEDULE 1 – Proposed Physical Traffic Calming Measures**

<b>Road</b>	<b>Physical Traffic Calming Measures</b>	<b>Location</b>	<b>Distance Between Traffic Calming Measure</b>
Duchess Street	Proposed pair of speed cushions	9.3 metres east of its junction with Derwent Drive	61 metres from existing speed cushions
Grampian Way	Proposed pair of speed cushions	55.7 metres west of its junction with Derwent Drive	69.1 metres
Grampian Way	Proposed pair of speed cushions	10 metres west of its junction with Highlands Road	56.2 metres
Grampian Way	Proposed pair of speed cushions	95 metres west of its junction with Highlands Road	81 metres

Speed Cushions - Length 3.6 metres, Width 1.7 metres, Height 75mm

23.2 It is proposed that the existing Traffic Regulation Order to prohibit vehicles stopping on the School Keep Clear markings on Rochdale Road is amended, as detailed in the schedules below.

### **SCHEDULE 2 – Revoke the following Orders**

#### **Mandatory School Keep Clear Markings on all days 8am to 10pm** **Lengths of Road**

<p><b><u>Rochdale Road</u></b> (north east side) From a point 38.2 metres south east of its junction with Moorfield Hamlet for a distance of 25.56 metres in a south easterly direction</p>
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**SCHEDULE 3 – Introduce the Following Orders to Prohibit Stopping**

**Mandatory School Keep Clear Markings on all days 8am to 10pm**  
**Lengths of Road**

<b><u>Rochdale Road</u></b> (north east side) From a point 11.3 metres south east of its junction with Moorfield Hamlet for a distance of 43.56 metres in a south easterly direction
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23.3 It is proposed that the existing 20mph speed limit along Grampian Way is amended, as detailed in the schedule below.

**SCHEDULE 4 – Introduce a 20 mph Speed Limit**

**20mph Speed Limit Order**

<b>Roads Affected</b>	<b>Length Affected</b>
Grampian Way	From Derwent Drive to North Downs Road, a distance of 242 metres.

23.4 It is proposed that a Puffin Crossing is introduced on Rochdale Road, 55.6m southeast of Moorfield Hamlet, in accordance with the following schedule.

**SCHEDULE 5 – Introduction of a Puffin Crossing on Rochdale Road**

**Puffin Crossing on Rochdale Road**


<b>Roads Affected</b>	<b>Location</b>
Rochdale Road	From a point 76.7 metres south east of Moorfield Hamlet.

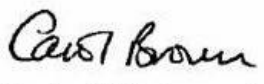
Add to from the Oldham Borough Council (Crompton area) Consolidation Order 2003

Add to Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Fraser Street</u> East Side  From its junction with Duchess Street for a distance of 30 metres in a southerly direction	At Any Time		
	<u>Fraser Street</u> West Side  From its junction with Duchess Street for a distance of 35 metres in a southerly direction	At Any Time		
	<u>Duchess Street</u> South Side  From a point 30 metres east of Fraser Street to a point 30 metres west of Fraser Street	At Any Time		

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed                       Cabinet Member,                      Neighbourhood Services</p>	<p>Dated 04/10/2019</p>
<p><b>In consultation with</b></p>	

Signed  Director Of Environmental Services	Dated: 23.09.19 _____
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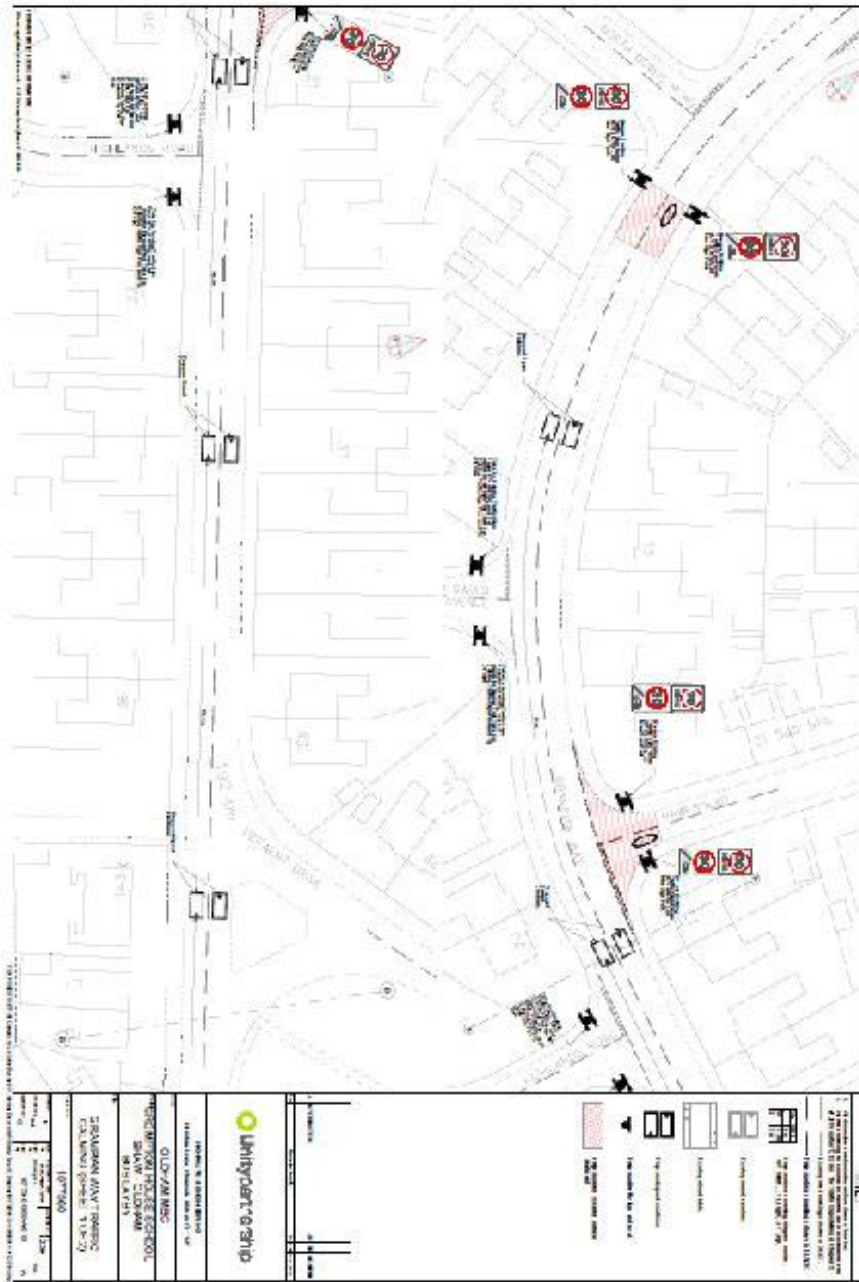




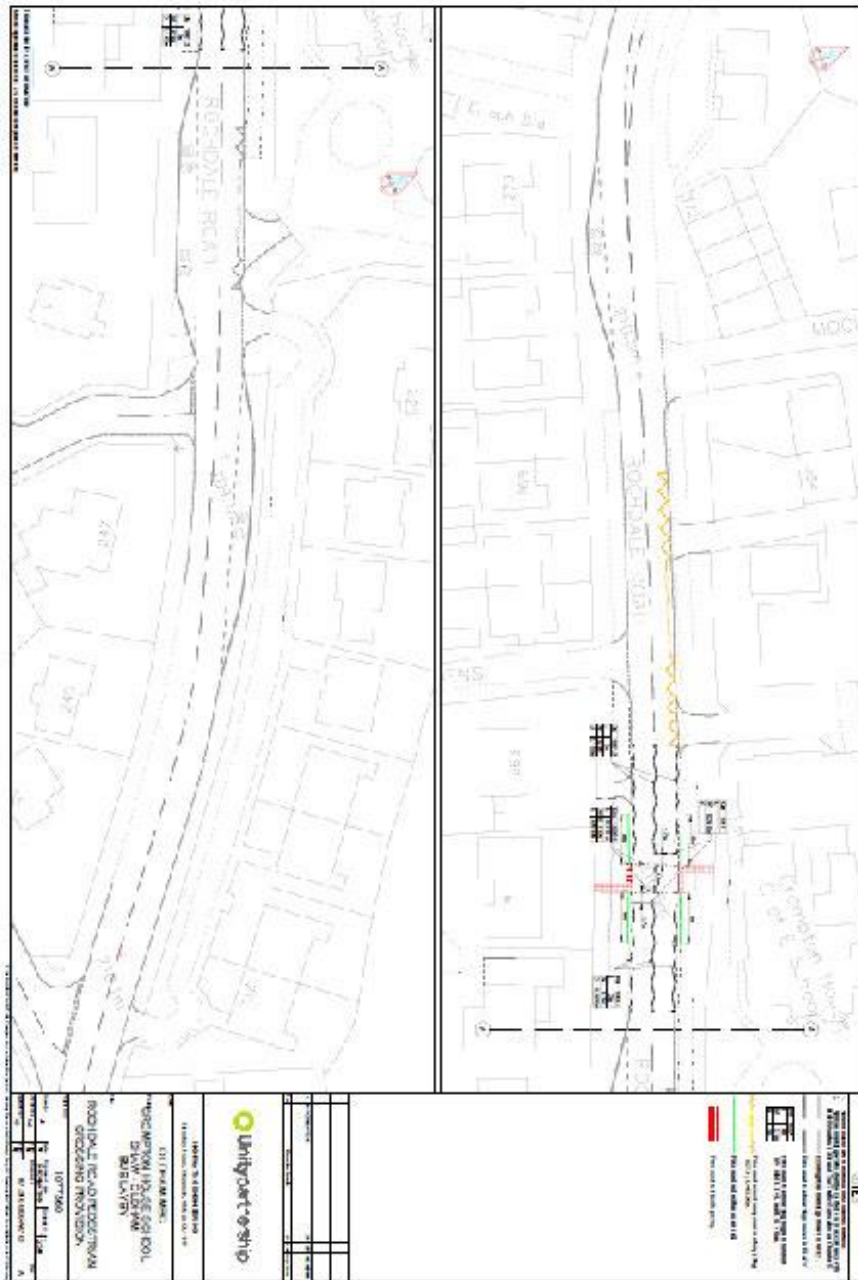
















		<b>H BHAWYA &amp; ENGINEERING</b> <small>INCORPORATED IN CANADA</small>	
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