

Delegated Officer Report
(Non-Key and Contracts up to a value of £100k)

| | |
|--------------------------|--|
| Decision Maker: | Nasir Dad, Director of Environment |
| Portfolio area: | Cllr Amanda Chadderton, Council Leader |
| Date of Decision: | 6th October 2022 |
| Subject: | Burnley Lane, Chadderton North – 20mph speed limit and traffic calming scheme |
| Report Author: | Alister Storey – Traffic Engineer |
| Contact Officer: | Gordon Anderson – Head of Highways and Engineering |
| Ward: | Chadderton North |

Reason for the decision: The purpose of this report is to seek approval to formally advertise the traffic calming notices and traffic regulation orders associated with the proposals as detailed in the drawings and schedules at the end of this report.

Summary:

Numerous complaints of dangerous driving and speeding vehicles have been received from residents of Burnley Lane. These complaints have been supported by the local Ward Members.

Burnley Lane is currently subject to a 30mph speed limit by virtue of street lighting and has footways to both sides. The road is fronted, primarily, by terraced properties with minimal off-street parking.

An automatic traffic count carried out in 2021 showed the average speed recorded on the road as 25.5mph, with an 85thile speed of 30.4mph.

Interrogation of TfGM's collision database shows that there have been 6 recorded injury collisions in the past 5 years. These resulted in 5 slight, and 1 serious injury. However, there have been

numerous 'damage only' collisions and residents and members feel that it is only a matter of time before someone is badly injured or killed.

Due to the community road safety concerns, the Ward Members applied for, and were successful in getting LIF funding for a traffic calming scheme in the form of speed cushions and a 20 mph speed limit on Burnley Lane. A 20 mph speed limit will also be introduced on the residential side streets leading off Burnley Lane to the North.

A pre-consultation letter drop to over 300 properties was carried out in May 2022. There were 16 replies; 14 were in favour of the proposals and 2 objected. The proposals have been revised in respect of the objections. A further issue of obstructive parking on the footway around the shops at the Eastern end of the route was raised during the consultation – this was that vehicles are regularly parking on the footway adjacent to the zebra crossing zig-zags, fully blocking the route for pedestrians. This issue has also been confirmed by Ward Members. It is proposed that, as part of this scheme, bollards will be strategically placed to stop vehicles gaining access to the footway in this area.

What are the alternative option(s) to be considered?

The alternative option is not to approve the advertising and implementation of the measures and for the Ward members to lose the awarded LIF funding.

Recommendation(s):

To approve the formal advertising of the proposals as detail at the end of this report and approve the implementation of the measures.

Consultations:

The Chadderton North Members have previously been consulted on the measures and are in favour of the measures being implemented as soon as possible.

G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

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

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

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

Implications:

*What are the **financial** implications?*

The cost of delivering a traffic calming scheme at Burnley Lane, Chadderton is shown below:

| | |
|---|--------|
| Capital | £ |
| Advertising Order/Notice | 1,500 |
| Cost of works signs/lining and traffic calming measures | 42,646 |
| Total | 44,146 |
| Annual maintenance Costs | 300 |

This will be funded from the relevant scheme within the Transport Capital Programme, which will be financed by Local Investment funding.

The annual maintenance costs estimated at £300.00 per annum will be met from the Highways Operations budget. (John Edisbury)

*What are the **procurement** implications?*

None

*What are the **legal** implications?*

In relation to the proposed speed humps, 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.

In relation to the proposed 20 mph speed limits, 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.

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)

*What are the **Human Resources** implications?*

None

Equality and Diversity Impact Assessment

None

*What are the **property** implications?*

There are no property implications associated with this proposal (R Smith)

Risks:

None

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

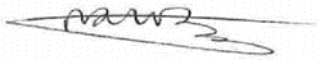
Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

There are no background papers for this report

| | |
|--------------------------------|------------------------|
| Report Author Sign-off: | Alister Storey |
| | Gordon Anderson |
| Date: | 21 September 2022 |

Approved by:

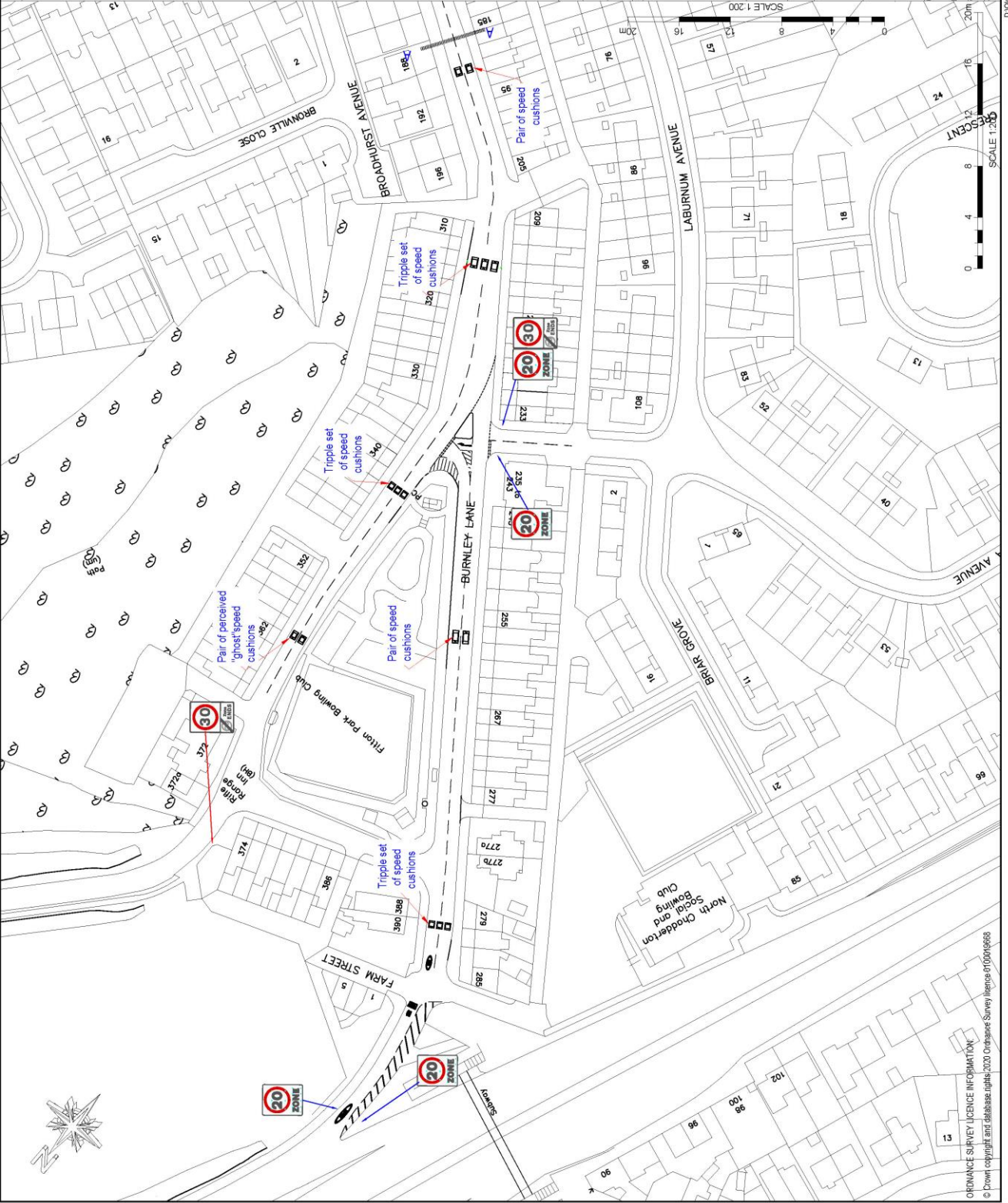


Signature:

Date: 27 September 2022

Nasir Dad, Director of Environment

NOTES



| Rev. | Revision details | By | Chk | Appr | Date |
|------|------------------|----|-----|------|------|
| | | | | | |



HIGHWAYS & ENGINEERING
Henshaw House, Chesapside, Oldham OL1 1NY

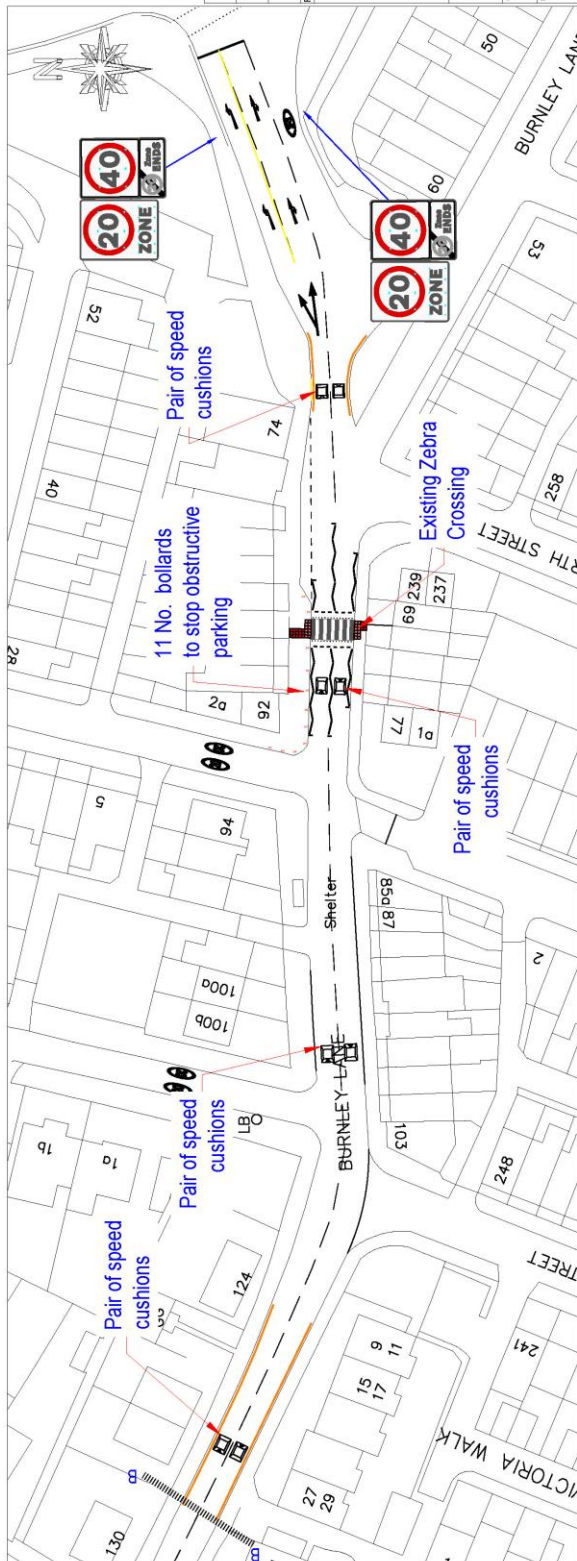
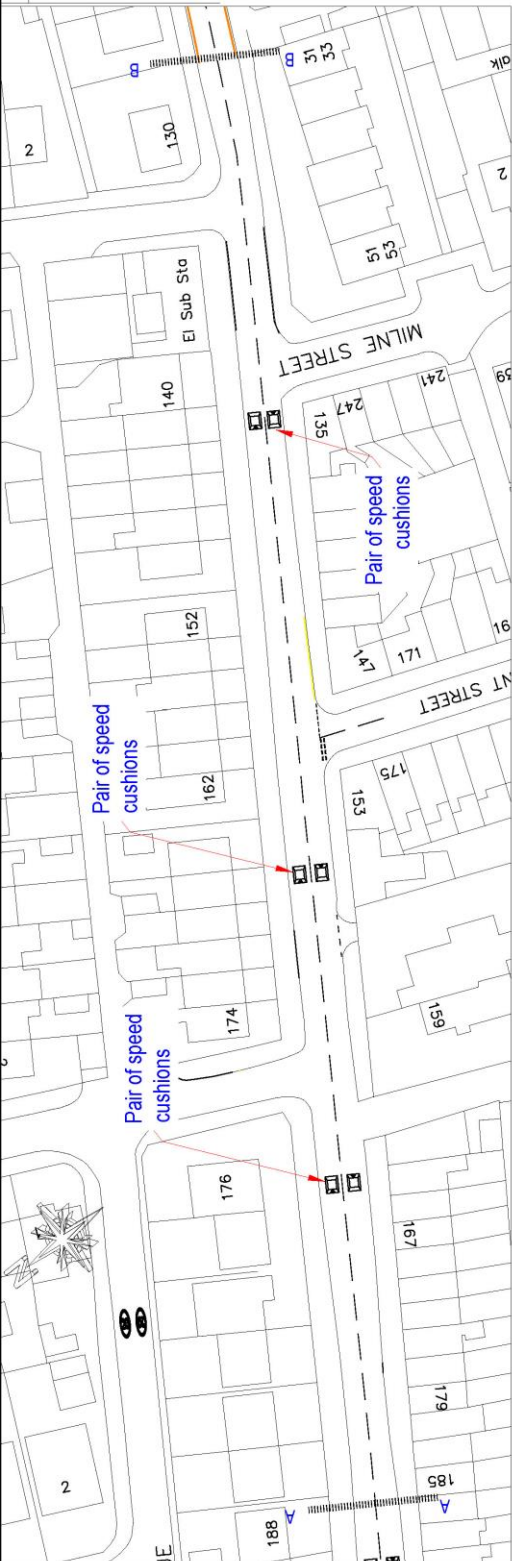
OLDHAM

BURNLEY LANE 20 MPH TRAFFIC CALMING SCHEME

GENERAL ARRANGEMENT

| | |
|--------------|-----------------|
| Project Code | |
| Client | |
| Project | |
| Title | |
| Scale | 1:750 |
| Drawn by | AUS |
| Checked by | AUS |
| Approved by | SR |
| Date | 23/04/21 |
| Drawn No | 2384/A2/129/001 |

NOTES



| Rev. | Revision details | By | Chk | Mag | Date |
|------|------------------|----|-----|-----|------|
| | | | | | |



Oldham
Council

HIGHWAYS & ENGINEERING
Henshaw House, Chesapside, Oldham, OL1 1NY

OLDHAM

BURNLEY LANE 20 MPH
TRAFFIC CALMING
SCHEME

GENERAL ARRANGEMENT

| | |
|---------------|----------|
| Project Code | |
| Quantity | AUS |
| Scale | AS SHOWN |
| Drawn by | AUS |
| Checked by | AUS |
| Approved by | SR |
| Drawn Date | 23/04/21 |
| Checked Date | |
| Approved Date | |
| Scale | 1:750 |

Traffic Calming Proposals

Schedule 1

Speed Cushions (Pairs)

Length 2.00 metres, width 1.65 metres, height 75mm with gradient of 1:15

| | |
|--------------|--|
| Burnley Lane | 63 metres West of Chadderton Way |
| Burnley Lane | 14.5 metres East of Wakefield Street |
| Burnley Lane | 9.5 metres East of Faulkenhurst Street |
| Burnley Lane | 33 metres East of Ashdene Close |
| Burnley Lane | 35 metres West of Ashdene Close |
| Burnley Lane | 29 metres West of Fernhurst Street |
| Burnley Lane | 74.5 metres West of Fernhurst Street |
| Burnley Lane | 58 metres Northwest of Mora Avenue |

Schedule 2

Speed Cushions (Triples)

Length 2.00 metres, width 1.65 metres, height 75mm with gradient of 1:15

| | |
|--------------|-------------------------------------|
| Burnley Lane | 142 metres Northwest of Mora Avenue |
| Burnley Lane | 23 metres North of Mora Avenue |
| Burnley Lane | 51 metres Southeast of Mora Avenue |

Schedule 3

20 mph Speed limit

| | |
|---------------------|---|
| Burnley Lane | From its South eastern junction with Chadderton Way to a point 123 metres from its North western junction with Chadderton Way |
| Burnley Lane | From its junction with A663 Broadway to its junction with Mora Avenue |
| Burnley Lane | Length running outside Numbers 388 to 374 Burnley Lane |
| Bronville Close | Its entire length |
| Broadhurst Avenue | Its entire length |
| Fernhurst Street | Its entire length |
| Fernlea Avenue | Its entire length |
| Ashdene Close | Its entire length |
| Faulkenhurst Street | Its entire length |
| Wakefield Street | Its entire length |
| Lime Street | Its entire length |
| Castleford Street | Its entire length |
| Abson Street | Its entire length |