

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

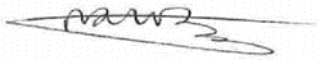
Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

There are no background papers for this report

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

Approved by:

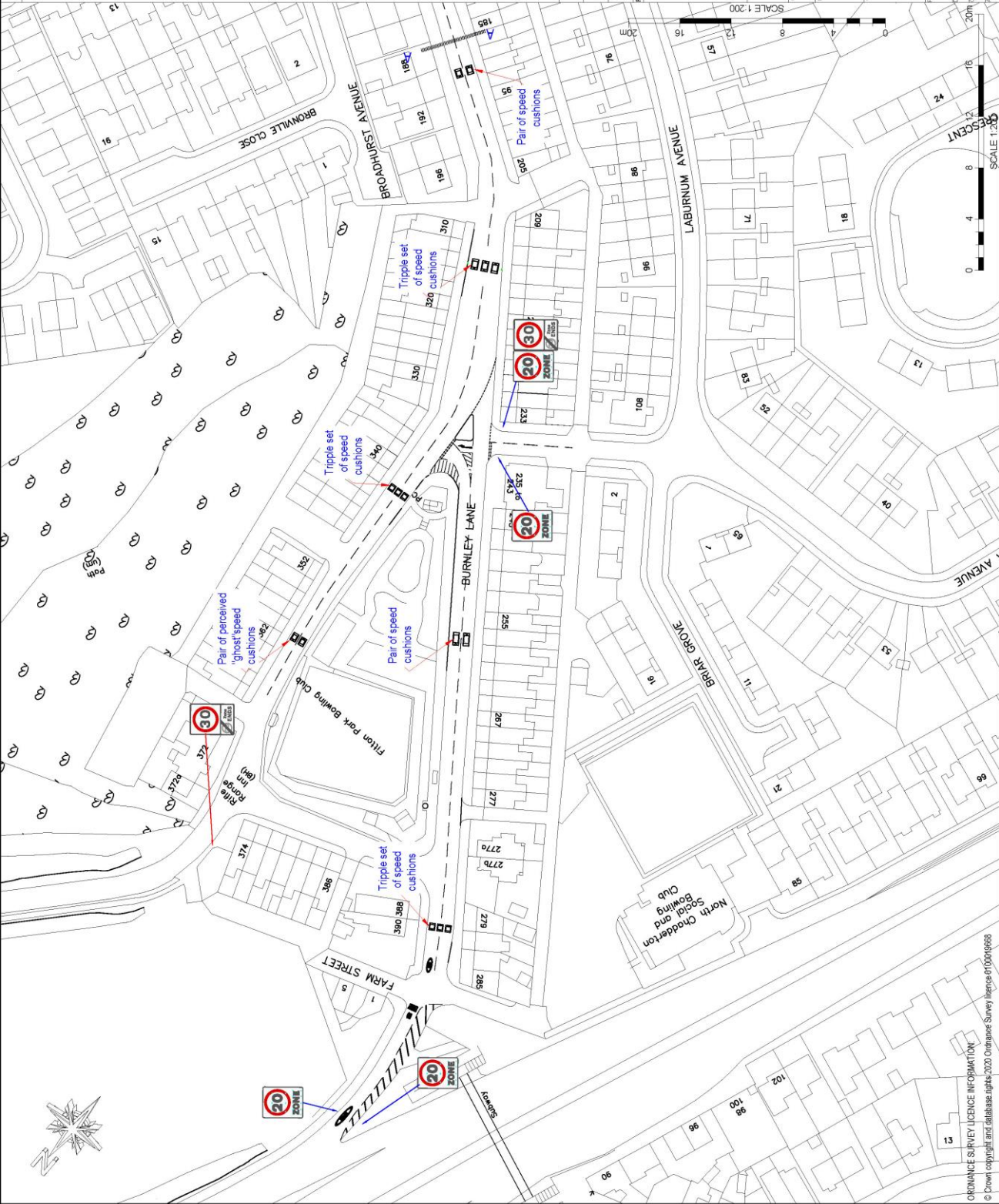


Signature:

Date: 27 September 2022

Nasir Dad, Director of Environment

NOTES



Rev.	Revision details	By	Chk	Mag	Date



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

OLDHAM

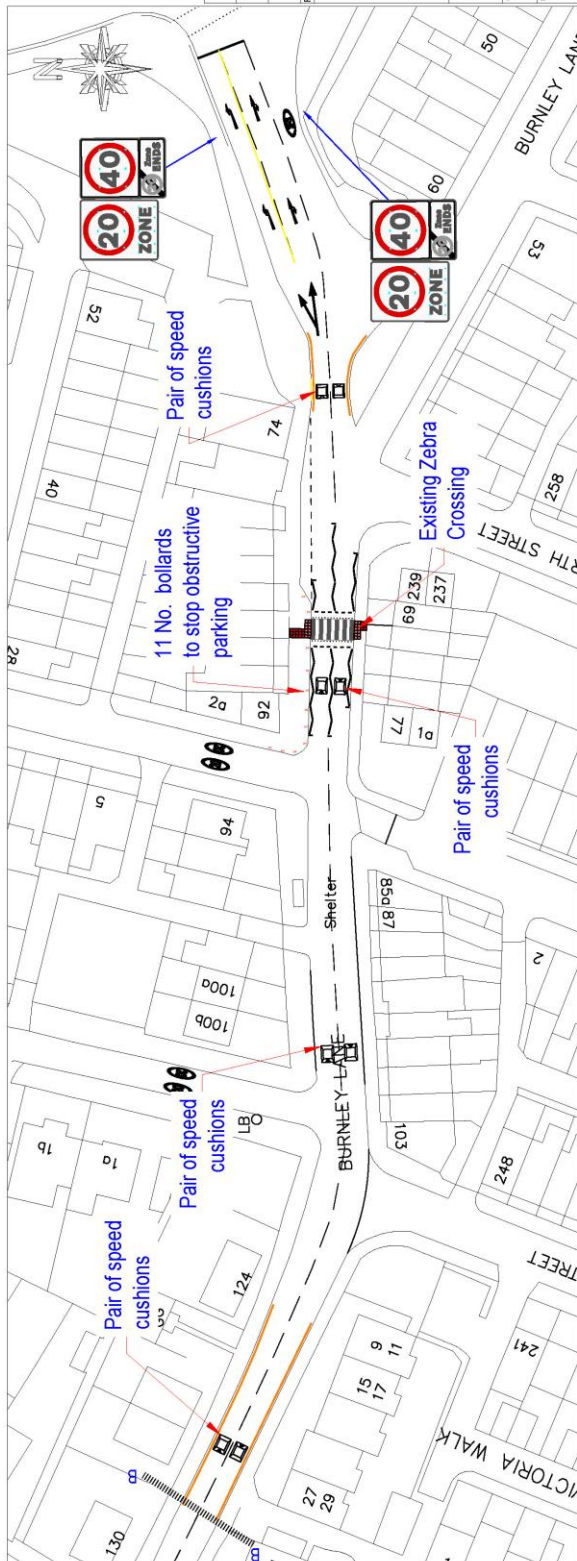
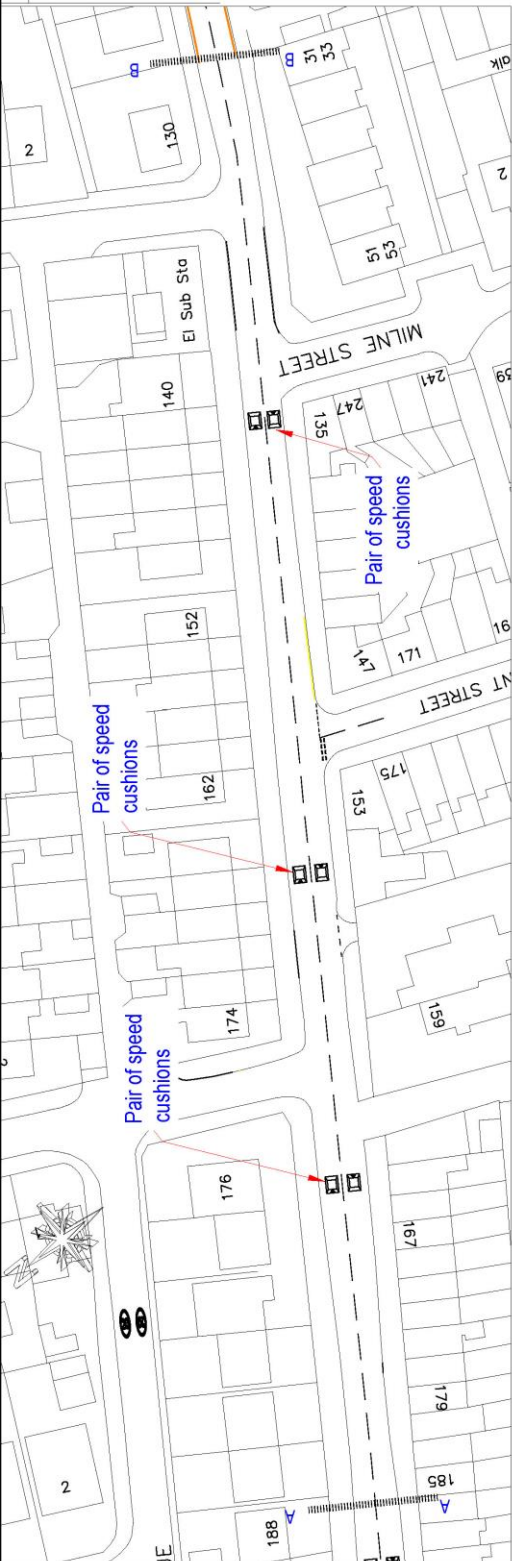
BURNLEY LANE 20 MPH TRAFFIC CALMING SCHEME

GENERAL ARRANGEMENT

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

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NOTES



Rev.	Revision details	By	Chk	Mag	Date



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

Client: OLDHAM
Project: BURNLEY LANE 20 MPH TRAFFIC CALMING SCHEME

Title: 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

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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