

## TRO Panel

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 11 January 2024

**Subject:** Huddersfield Road/Delph Road, Denshaw – Traffic Calming and 20mph speed limit and Range Road one way working

**Report Author:** Alister Storey, Principal Traffic Engineer

**Ward (s):** Saddleworth North

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**Reason for the decision:** A report recommending the advertisement of the legal TRO's and Humps Notices was approved on 13 April 2023.

The formal 28 day advertising period commenced on 27 July 2023. Letter drops detailing the proposals were carried out to all affected properties in the area. The Legal advert notice was also placed at strategic locations on site. 16 replies to the advert/letter drop were received, both in support and objecting to some elements of the proposals.

A copy of the approved report is provided within Appendix B and redacted copies of all the replies received are contained in Appendix C. A summary of comments/objections received are contained in the table in Appendix A.

The proposed scheme for Delph Road, Huddersfield Road and Range Lane in Denshaw introduce a 20mph speed limit on both Delph Road and Huddersfield Road. The limits will be self-enforcing by means of traffic calming measures. It is also proposed to make Range Lane one way, West to East.

Ward Members have had a LIF bid approved for the works on Huddersfield Road, The Delph Road and Range Lane proposals will be funded

from the Highways Minor Works budget.

A pre-consultation was carried out on the proposed schemes prior to the formal TRO being advertised. There was broad support for the proposals. However, there was some concerns raised about the one way working on Range Lane.

Details of the comments or objections received are shown in the table below. The Traffic Sections comments are also shown where appropriate.

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s)***

Option 1: Introduce the proposed scheme as advertised  
Option 2: Introduce an amended scheme with Range Lane one way working being introduced on an 18mth experimental basis  
Option 3: Introduce the scheme with Range Lane proposals omitted.  
Option 4: Do not introduce the proposed scheme.

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted***

Saddleworth North Ward Members have been consulted and support the proposals including the experimental one way order for Range Lane.

***Recommendation(s):***

It is recommended Option 2 be progressed and the proposed changes to speed limits are made and traffic calming measures introduced on Delph Road and Huddersfield Road with traffic calming measures introduced as shown on attached plans. It is also recommended that the Range Lane one way working order is introduced on an experimental basis for 18 months.

**Implications:**

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

These were dealt with in the previous report (refer to Appendix B)

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

These were dealt with in the previous report (refer to Appendix B)

What are the <b>procurement</b> implications?	None
<i>What are the <b>Human Resources</b> implications?</i>	These were dealt with in the previous report (refer to Appendix B)
<i>What are the <b>Human Resources</b> implications?</i>	These were dealt with in the previous report (refer to Appendix B)
<b>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	These were dealt with in the previous report (refer to Appendix B)
<i>What are the <b>property</b> implications</i>	None
<b>Risks:</b>	None
<b>Co-operative implications</b>	These were dealt with in the previous report (refer to Appendix B)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None
<b>Environmental and Health &amp; Safety Implications</b>	These were dealt with in the previous report (refer to Appendix B)
<b>IT Implications</b>	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**

<b>Report Author Sign-off:</b>	
Alister Storey	

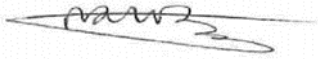
<b>Date:</b> 13/12/23	

Please list and attach any appendices: -

<b>Appendix number or letter</b>	<b>Description</b>
A	Representations and Engineers responses
B	Approved Mod Gov Report
C	Redacted TRO Advert responses

In consultation with Director of Environment

Signed :



Date: 22 December 2023



**Drawing Numbers 2384/A4/131/001,002, 003 & 004**



A640 Huddersfield Road  
proposed traffic calming cushions  
(Triple).

A640 Huddersfield Road  
proposed traffic calming cushions  
(Pairs).



A5032 Delph Road  
proposed traffic calming cushions

Proposed "Ghost" cushion.

Range Lane proposed extents of one way carriageway - no access to A6052 Delph Road.

		Client	<b>OLDHAM</b>		Title	<b>PROPOSED TRAFFIC CALMING AND ONE WAY CARRIAGEWAY MEASURES</b>	
		Project	<b>DENSHAW CROSS SCHOOL SAFETY AND TRAFFIC CALMING SCHEME</b>				
		Drawn by	AJS	Date	20/01/22	Purpose of issue	DRAFT
		Checked by	SR	Date	20/01/22	Scale at A4 size	NTS
		Approved by	GR	Date	20/01/22		
		<b>Unitypartnership</b>					
		<b>HIGHWAYS &amp; ENGINEERING</b>					
		Henshaw House, Cheapside, Oldham OL1 1NV					
Rev	Revision details	By	C/Nk App	Date			

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A6052 Delph Road  
proposed 20mph speed limit

A6042 Delph Road  
proposed 30mph speed limit.

A640 Huddersfield Road  
proposed 40mph speed limit.

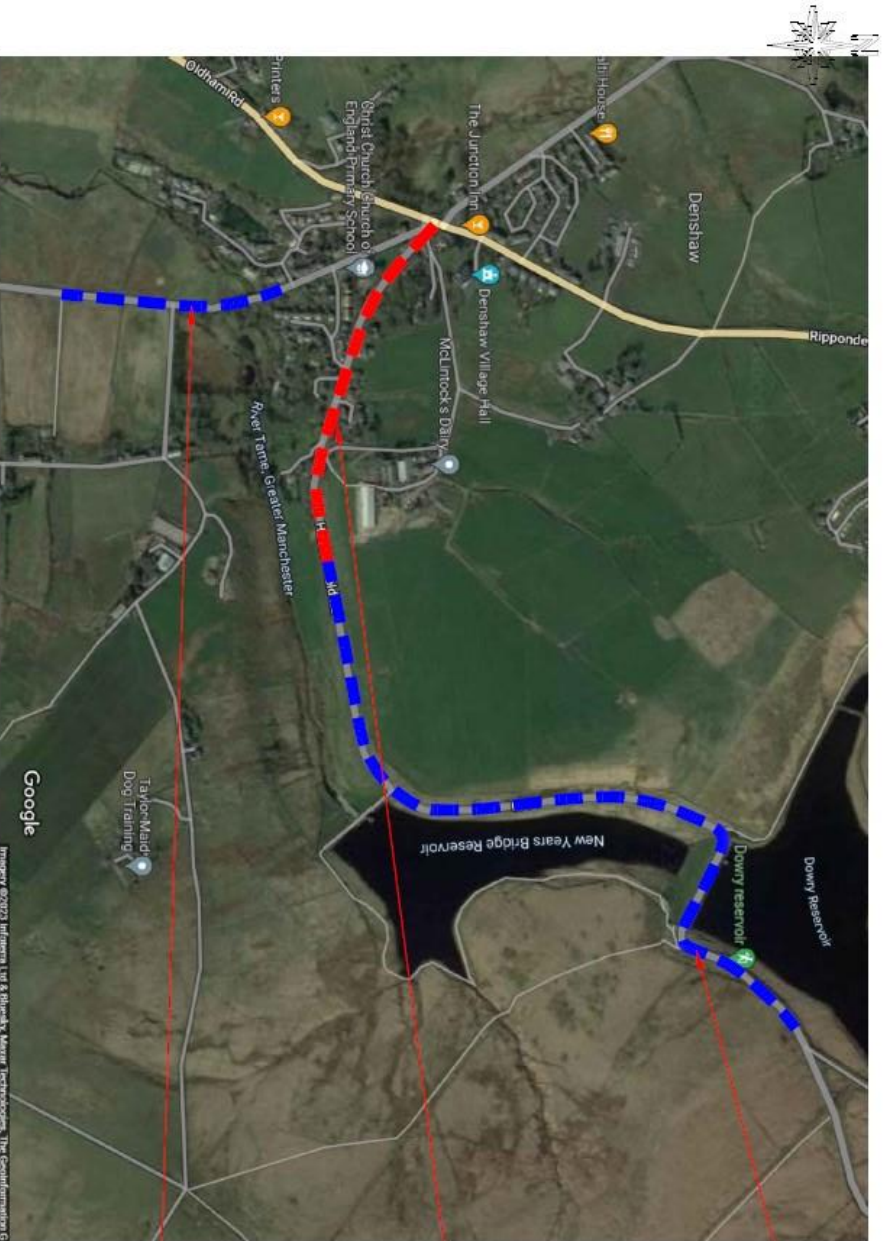
A640 Huddersfield Road  
proposed 30mph speed limit.

A640 Huddersfield Road  
proposed 20mph speed limit.

		<b>Unitypartnership</b>		Client: <b>OLDHAM</b>		Title: <b>PROPOSED SPEED LIMITS</b>	
		<b>HIGHWAYS &amp; ENGINEERING</b>		Project: <b>DENSHAW CROSS SCHOOL SAFETY AND TRAFFIC CALMING SCHEME</b>		Drawing No: <b>2384/A4/131/002</b>	
		Hershaw House, Chesapside, Oldham OL1 1NW		Drawn by: <b>ASJ</b> Date: <b>20/01/22</b>		Purpose of issue: <b>DRAFT</b>	
				Checked by: <b>SR</b> Date: <b>20/01/22</b>		Scale at A4 size: <b>NTS</b>	
				Approved by: <b>GR</b> Date: <b>20/01/22</b>		Rev.:	
Revision details		By: <b>CRK</b> App. Date:					

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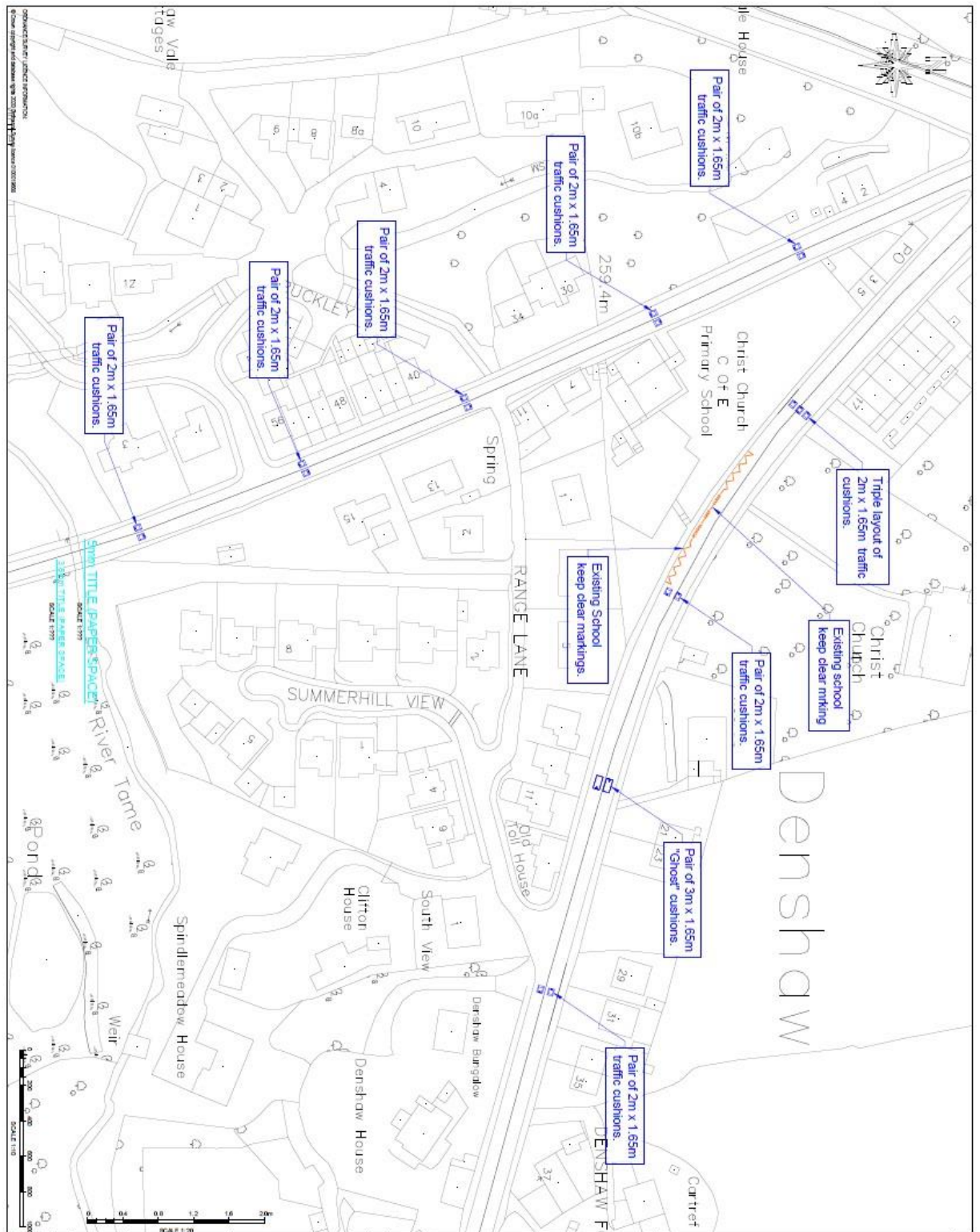
A640 Huddersfield Road  
revocation of 40mph  
speed limit.

A640 Huddersfield Road  
revocation of 30mph  
speed limit

A640 Huddersfield Road  
revocation of 40mph  
speed limit.

Revision details		By	CHK	App	Date
Rev					
		<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY			
<b>Unitypartnership</b>		<b>PROPOSED</b> <b>SPEED LIMITS</b> <b>REVOCATIONS</b>			
Client: <b>OLDHAM</b>		Title:			
Project: <b>DENSHAW CROSS SCHOOL SAFETY AND TRAFFIC CALMING SCHEME</b>		Purpose of issue: <b>DRAFT</b>			
Drawn by:	AJS	Date:	26/03/22		
Checked by:	SR	Date:	23/03/22	Scale at A4 size	
Approved by:	GR	Date:	25/03/22	NTS	
Drawing No: <b>2384/A4/131/003</b>			Rev:		

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NOTES

<p><b>Oldham Council</b></p>	
<p>HOUGHAN &amp; BURNING</p> <p>Transport Planning, Cambridge, Cambridgeshire</p>	
<p><b>OLDHAM</b></p>	
<p><b>HUDDESFIELD ROAD AND DELPH ROAD TRAFFIC CALMING SCHEME</b></p>	
<p><b>TRAFFIC CALMING LAYOUT</b></p>	
<p>TM4-473</p>	<p>Scale: 1:500</p>

## **Schedule 1 – Traffic Calming**

### Speed Cushions (pairs)

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

Road	Location
Huddersfield Road	265 metres East of Ripponden road
Huddersfield Road	149 metres East of Ripponden Road
Delph Road	261 metres South of Ripponden Road
Delph Road	211 metres South of Ripponden Road
Delph Road	161 metres South of Ripponden Road
Delph Road	103 metres South of Ripponden Road
Delph Road	58 metres South of Ripponden Road

### Speed Cushions (triples)

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

Road	Location
Huddersfield Road	85 metres East of Ripponden road

## **Schedule 2 – 20 mph Speed Limit**

Road	Description
Huddersfield Road	From its junction with Ripponden Road Eastbound for a distance of 440 metres.
Delph Road	From its junction with Ripponden Road Southbound for a distance of 367 metres.
Range Lane	For its entire length.
Summerhill View	For its entire length.
Buckley Drive	For its entire length.
Corbett Way	For its entire length.

## **Schedule 3 30 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 440 metres East of Ripponden Road for a distance of 331 metres.
Delph Road	From a point 367 metres East of Ripponden Road for a distance of 225 metres.

## **Schedule 4 40 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 771 metres East of Ripponden Road for a distance of 1109 metres.

## **Schedule 5 Revocations**

Delete from The Oldham Borough Council – The Oldham Speed Limit (Various roads) Order 2019

Schedule 3 – 30 miles per hours speed limit

Ref No.	Road	Description
S30.003	Huddersfield Road Denshaw (A640)	A point 483 metres east of its junction with Ripponden Road to a point 535 metres east of its junction with Ripponden Road

Schedule 4 – 40 miles per hours speed limit

	Road	Description
S40.006	Huddersfield Road Denshaw (A640)	A point 535 metres east of its junction with Ripponden Road to a point 1881 metres north east of its junction with Ripponden Road
S40.007	Delph Road, Denshaw (A6052)	A point 172 metres south of its junction with Wham Lane to a point 82 metres south of its junction with Range Lane

**Schedule 6 One Way working**

Road	Extents
Range Lane	From its junction with A6052 Delph Road in an Easterly direction for a distance of 85 metres.

## APPENDIX A

Objection		Traffic Team comment
Objection to the one way operation of Range Lane as this would make vehicular access to property hard in bad weather	Resident of Range Lane	There's a grit bin located opposite the end of Range Lane on Delph Road.
Residents of Range Lane and Summer Hill View would have to access their properties by negotiating the awkward Denshaw Cross junction when travelling from Delph Road.	Resident of Range Lane	The junction has been tracked using a ridged bodied 16.5 ton vehicle and the turn in from Delph Road is possible in both directions.
Objects to the one way proposal, and think it would put extra pressure on the already busy Denshaw Crossroads	Resident of Delph Road	It is considered that the improvements in road safety outweigh the inconvenience caused.
Object to speed cushions as the agricultural vehicles using Range Lane will cause extra noise and vibration when they pass over them.	Resident of Huddersfield Road	In general, agricultural vehicles have a wide wheel base and would span the traffic calming cushions.
Object to making Range Lane one way as it would cause issues for larger vehicles making deliveries to properties on the road.	Resident of Range Lane	The junction has been tracked using a ridged bodied 16.5-tonne vehicle and the turn in from Delph Road is possible in both directions.
I do not support the proposed one way of Range Lane. Making Range Lane one way W to E from Delph Road, A6052 to Huddersfield Road, A640 is going to significantly increase the traffic because motorists short cut up the lane to Huddersfield Road to avoid queuing on Delph Road, during rush hour and when the M62 is closed and traffic is diverted, as the A640, Huddersfield Road, has priority at the 5-way junction.	Resident of Range Lane - received from 2 residents of the same property.	One of the reasons that we are intending to make Range Lane one way is due to complaints of the route being used as a rat run
Have the Highways Traffic Section liaised with the emergency services about accessing and egressing Range Lane if it were to be one way? In the late 1990's OMBC would not allow it when they were asked to consider the proposal by the builder of "Summerhill View" estate.		We liaise with all emergency services as part of the TRO process
The village community has conferred with the GMP traffic section regarding the severity of the grid lock in Denshaw when the M62 is closed, have the Highways Traffic Section liaised with GMP, who after all, will be the ones in the frontline?		We liaise with all emergency services as part of the TRO process
The recycling collection vehicle reverses from Huddersfield Road to the 10 properties at the west end of the lane, near Delph Road, with the current proposal they would not be able to access from Delph Road and A672		We have liaised with Waste and Recycling services and they have no concerns with the proposals
Making Range Lane one way would cause issues with the Saddleworth Bands competition and the Denshaw Christmas light switch on as Range Lane is used as a diversion for the closure of Huddersfield Road.		The Temporary Traffic Regulation Orders put in place for these events would allow for the one way working to be temporarily revoked.
Have you spoken to the residents of Range Lane who would be impacted by the proposed one-way scheme, 9,11,13,15 Delph Road, 1,2,3,4,5,6, Range Lane?		That is the purpose of the TRO consultation.
There is no footpath on the one way section of the lane and the proposed one way scheme would encourage drivers to not even look before they turn up from the A6052 and they would be free to speed.		The lack of footway and the issue with vehicles travelling in both directions on this narrow lane are part of the reason that we are making these proposals.
Has lived on the road for many years and sees no issue with the current two way operation.	Resident of Range Lane	
One way operation would cause an issue with the Whit Friday Band Competition.		The Temporary Traffic Regulation Orders put in place for these events would allow for the one way working to be temporarily revoked.
Believes that the one way working would lead to higher vehicle speeds on Range Lane		If implemented, we would carry out speed surveys to establish if speeding vehicles were an issue and measures may be implemented to slow vehicles.
There would be issues with refuse collections		We have liaised with Waste and Recycling services and they have no concerns with the proposals
The proposal says it has been included on road safety grounds, but I honestly believe it will compromise the safety of residents of Range Lane	Resident of Range Lane	Vehicle speeds and collision data will be monitored if the proposals are implemented.
If the weather is icy, which in winter in Denshaw it is very difficult to safely turn up from Delph Road onto Range Lane. Cars struggling to get up are likely to cause a collision on Delph Road. And reiterating what I said in my last objection, residents at the bottom of the road must be allowed to choose the safest route out of and back to their homes in winter.		There's a grit bin located opposite the end of Range Lane on Delph Road.



I almost exclusively use the road going down. Everyone who lives at the lower end of the road will have to negotiate the awkward junction to switch between Huddersfield and Delph Road whenever they want to go out or return home. We at number x and our neighbours at number x will struggle to get into our drives every day.		It is considered that the improvements in road safety outweigh the inconvenience caused.
If this is to go ahead we will be unable to remove our vehicles from our driveway in bad weather conditions. We will not be able to get up the end of Range lane due to how steep this is. In icy or snow this road is impassable and treacherous. We have seen several collisions with people trying to get onto the main road from this direction. This will mean we will be unable to attend work	Resident of Range Lane	There's a grit bin located opposite the end of Range Lane on Delph Road.
I have concerns about by making Range Lane one way. At the moment, traffic on Range Lane is minimal due to it being single track from numbers 1 - 5, and many motorists avoid this for fear of meeting oncoming vehicles. I have lived on Range Lane for X years so I know this from experience.		It is not believed that the proposals will lead to an increase in vehicles using Range Lane
Whilst I understand there would be a benefit generally, to reduce speeds on Huddersfield Road and Delph Road, as a resident of Range Lane I will be affected adversely with increased volume of traffic at increased speed in front of my house. In fact, making Range Lane one way will increase the speed of traffic and specifically impact on houses 1 - 5.	Resident of Range Lane	Vehicle speeds and collision data will be monitored if the proposals are implemented.
By making Range Lane one way from Delph Road, you would restrict access to standard size vehicles only, as bigger vehicles wouldn't be able to turn in given the tight angle. Residents in houses 1 - 5 would be unable to take deliveries from bigger vehicles, wagons, skip drop off etc.		The junction has been tracked using a ridged bodied 16.5 ton vehicle and the turn in from Delph Road is possible in both directions.
In addition, I would like to understand whether the council would still agree to closing Huddersfield Road for the Whit Friday contest and the Denshaw Light Switch on - we usually close Huddersfield Rd from the junction to Range Lane, and use Range Lane as the diversion with traffic having access both ways. Would 2 way traffic be allowed temporarily during these events?		The Temporary Traffic Regulation Orders put in place for these events would allow for the one way working to be temporarily revoked.
In my opinion, by making Range Lane one way, you will simply turn Range Lane into a rat run - providing a quick and uninterrupted way to cut out the junction at the top of Delph Road and avoid the traffic calming measures on Delph Road and Huddersfield Road.	Resident of Range Lane	It is not believed that the proposals will lead to an increase in vehicles using Range Lane
These are our objections to the proposed one way system on the Range Lane. If this is to go ahead we will be unable to remove our vehicles from our driveway in bad weather conditions. We will not be able to get up the end of Range lane due to how steep this is. In icy or snow this road is impassable and treacherous. We have seen several collisions with people trying to get onto the main road from this direction. This will mean we will be unable to attend work	Resident of Range Lane	There's a grit bin located opposite the end of Range Lane on Delph Road.
Range Lane would become the most desirable route for motorists and this single track road isn't equipped to tolerate traffic of this nature. There doesn't to be any proposals to manage this this	Resident of Range Lane	It is not believed that the proposals will lead to an increase in vehicles using Range Lane
<b>Support</b>		
Support all aspects of this proposed scheme, particularly the 20mph speed limit on Huddersfield Road, and making Range Lane one-way.		
I agree whole heartedly with the traffic calming proposals you have notified me about.	Resident of Range Lane	
We strongly support the general traffic calming scheme, including the proposal to make Range Lane one way and are pleased to note that this has been included on road safety grounds.	Resident of Range Lane	
I am a resident at X Delph Road and fully support that there is finally action happening in the village regarding this issue.	Resident of Delph Road	
This is urgently needed to provide safer pedestrian crossing to Huddersfield Road and Delph Road for Villagers including a 100+ Church school intake and cannot think that any resident would argue against this proposal. In deed I am sure that others will point out that the main through-road Oldham / Ripponden despite its 30mph speed limit is at times a race track especially at weekends with bikers and sports cars but I am sure this will be in your sights for future consideration. In my mind I am considering these as two separate issues and the primary concern is that of the Traffic Calming and if Range Lane is not carried forward it should not stop the other going ahead.	Resident of Summerhill View	
Because of the width of Range Lane traffic is continually pulling onto mine and everyone else's drive as they try to get through , on one occasion causing damage to the car on the drive , fortunately this wasn't a child . Vehicles often have to reverse onto Delph Road because of traffic coming down Range Lane. The situation is dangerous and inconsiderate.	Resident of Delph Road	
I live at no. x Summerhill View, Denshaw. I completely support the Range Lane proposals ,I cannot understand how anyone could oppose these.	Resident of Summerhill View	

<p>As a resident of Range Lane (number x) I would like to give my full support to all the proposed safety improvements. I myself have suffered abuse when faced with someone racing off Huddersfield Road onto Range Lane as I have been coming up from Delph Road, when I asked if the person would reverse as I would have had to reverse on to a busy main road I was called, amongst other things, a stuck up b----h. The speed at which people come onto the Lane from Huddersfield Road is ridiculous.</p> <p>It is pleasing to see the proposals for speed bumps etc to slow the traffic down as drivers think they're still on the motorway when they drive through Denshaw and no consideration is given to residents, more importantly they are a great danger to the children from the primary school.</p>	Resident of Range Lane	
<p>I totally support the need to reduce speed in the village and around the school. My 3 children all attended Denshaw primary school and have been involved in incidents with traffic when walking to do PE at the village hall, or trying to cross the road to attend assembly at church. I have first hand experience of the problems, but I am concerned about the affects of the proposals on Range Lane.</p>	Resident of Range Lane	
<p>We have lived at 7 Range Lane, Denshaw for more than 11 years and have become increasingly aware of the problems and dangers of this narrow single carriageway.</p> <p>For the past several years we have also been members of a committee (with the MP, Oldham Highways officials, National Highways, police etc) examining the overall traffic issues in Denshaw, so we have an extensive grasp of the situation.</p> <p>We strongly support the general traffic calming scheme, including the proposal to make Range Lane one way and are pleased to note that this has been included on road safety grounds. As far as the one way plan is concerned, we would like to stress the following:</p> <p>It is used as a convenient cut through by non-residents but because it is only wide enough for one vehicle there are considerable problems and dangers.</p> <p>Cars are often forced to reverse into oncoming traffic on Delph Road and when the footpath peters out half way down the lane pedestrians have to press against garden walls or go onto people's drives to avoid traffic, which is often going too fast for safety.</p> <p>Like many of our neighbours we have to contend with cars frequently using our drive to get past other vehicles. When we were out recently, one vehicle, that didn't stop, went into the back of my vehicle causing £300 of damage.</p> <p>Despite warning signs large goods vehicles still enter from Huddersfield Road and get stuck, having to reverse out again.</p> <p>At times of M62 westbound diversions, a constant stream of drivers use Range Lane from the A640, and sometimes mistakenly Summerhill View, to try to avoid the queue. This can go on for many hours, depending on the period of the diversion, and it virtually prevents access to Range Lane from Delph Road, making it very difficult to access residents' properties.</p>	Resident of Range Lane	
<p>Support the lowering of the speed limits</p>	Resident of Delph Road	

## **APPENDIX B**



## **Delegated Officer Report**

**Decision Maker:** Nasir Dad – Director of Environment

**Date of Decision:** 13 April 2023

**Subject:** Huddersfield Road/Delph Road, Denshaw - Traffic Calming and 20mph speed limit and Range one way working

**Report Author:** Alister Storey

**Ward (s):** Saddleworth North

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**Reason for the decision:** The purpose of the report is to gain approval to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report.

**Summary:** Numerous complaints have been received of high vehicle speeds and dangerous driving on the A640 Huddersfield Road and A6052 Delph Road, Denshaw in the vicinity of Christ Church C of E Primary School. Concerns have also been raised regarding visibility and road safety issues at the junction of Range Lane and Delph Road.

In the vicinity of the school, both Huddersfield Road and Delph Road have footway to both sides and are subject to 30mph speed limits by virtue of street lighting. The most recent Automatic Traffic Counts (2016) on Delph Road shows an 85%ile of 39.6mph with a 7-day average of 31.7mph. The 85%ile for Huddersfield Road is recorded as 40.7mph with a 7-day average of 33.7mph. The high-level count data is contained in Appendix A of this report.

There are three recorded injury collision within the study cordon within the last 5 years (July 2017 – July 2022) resulting in 3 injuries, 1 serious and 2 slight. The collision data records are contained in Appendix B of this report.

Ward members successfully applied for LIF of £15,844 to implement a traffic calming scheme and supporting 20mph speed limit on Huddersfield Road. However, this application did not include the implementation of measures on Delph Road. The Delph Road measures are to be funded from the Highways Minor Works Budget.

The proposals are to introduce 20mph speed limits on the lengths of Huddersfield Road and Delph Road in the vicinity of the school, and these will be supported by traffic calming measures in the form of traffic cushions.

It is also proposed to introduce a 20mph speed limit on both Range Lane and Summerhill View; it is further proposed to make Range Lane one way, Eastbound from its junction with Delph Road to its junction with Summerhill View. The one-way proposal is due to the extremely poor visibility in either direction when exiting Range Lane to Delph Road.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

- A. To approve the recommendation to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report.
- B. Not to approve the recommendation to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report and lose the LIF.

**Consultation:**

G.M.P. View - The Chief Constable has been consulted and supports the proposals.

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

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

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

The Saddleworth North Ward Members have been consulted and support the proposals.

A pre consultation letter drop was carried out to all properties within the cordon of the scheme. In

general, the feedback to the proposals was positive. There was some concern from residents of Range Lane concerning the location of the traffic cushions on Huddersfield Road and possible noise intrusion. The design of the scheme has been modified to take account of these concerns.

A number of comments were received in relation to the introduction of one way working on Range Lane, there were a small number of objections, but overall, the comments received were supportive. It is recommended that the one-way working is still included within the works.

**Recommendation(s):**

- A. To approve the recommendation to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report.

**Implications:**

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

The cost of implementing traffic calming measures across three locations within Denshaw will be circa. £28.2k and will be capital and revenue expenditure.

This will be funded from the 'LIF - Denshaw Road Safety' and 'Integrated Minor Highways & Traffic Management' schemes within the 2022/23 Transport Capital Programme, which will be financed by Local Improvement Funding and LTP Highway Maintenance Grant. Total capital expenditure will be £26.36k and the detailed presentation of the scheme and funding is set out in the table below.

The advertising expenditure of £1.8k will be funded from within the existing Highway Operations revenue budget.

	Huddersfield Road	Range Lane	Delph Road	Total
Capital Expenditure	£k	£k	£k	£k
Traffic Calming Measures	8.00		6.36	14.36
Signing and Lining	4.80		5.20	10.00
Implementation of one way	0.00	2.00		2.00
<b>Total Capital Expenditure</b>	<b>12.80</b>	<b>2.00</b>	<b>11.56</b>	<b>26.36</b>
<b>Financed by:</b>				
Local Improvement Funding	(12.80)	(2.00)		(14.80)
LTP Highway Maintenance Grant			(11.56)	(11.56)
<b>Total Financing</b>	<b>(12.80)</b>	<b>(2.00)</b>	<b>(11.56)</b>	<b>(26.36)</b>

(John Edisbury)

*What are the legal implications?*

The Council must be satisfied that it is expedient to make the Traffic Regulation Orders 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.

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 relation to the 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.

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 **procurement** implications?

None.

What are the **Human Resources** implications?

None.

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Equality and Diversity Impact Assessment is not required as this scheme carries out minor alterations to the existing Highway Network.

What are the **property** implications

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

**Risks:**

None.

**Co-operative agenda**

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**

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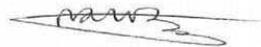
<b>Report Author Sign-off:</b>	
<b>Date:</b>	

Please list and attach any appendices: -

<b>Appendix number or letter</b>	<b>Description</b>

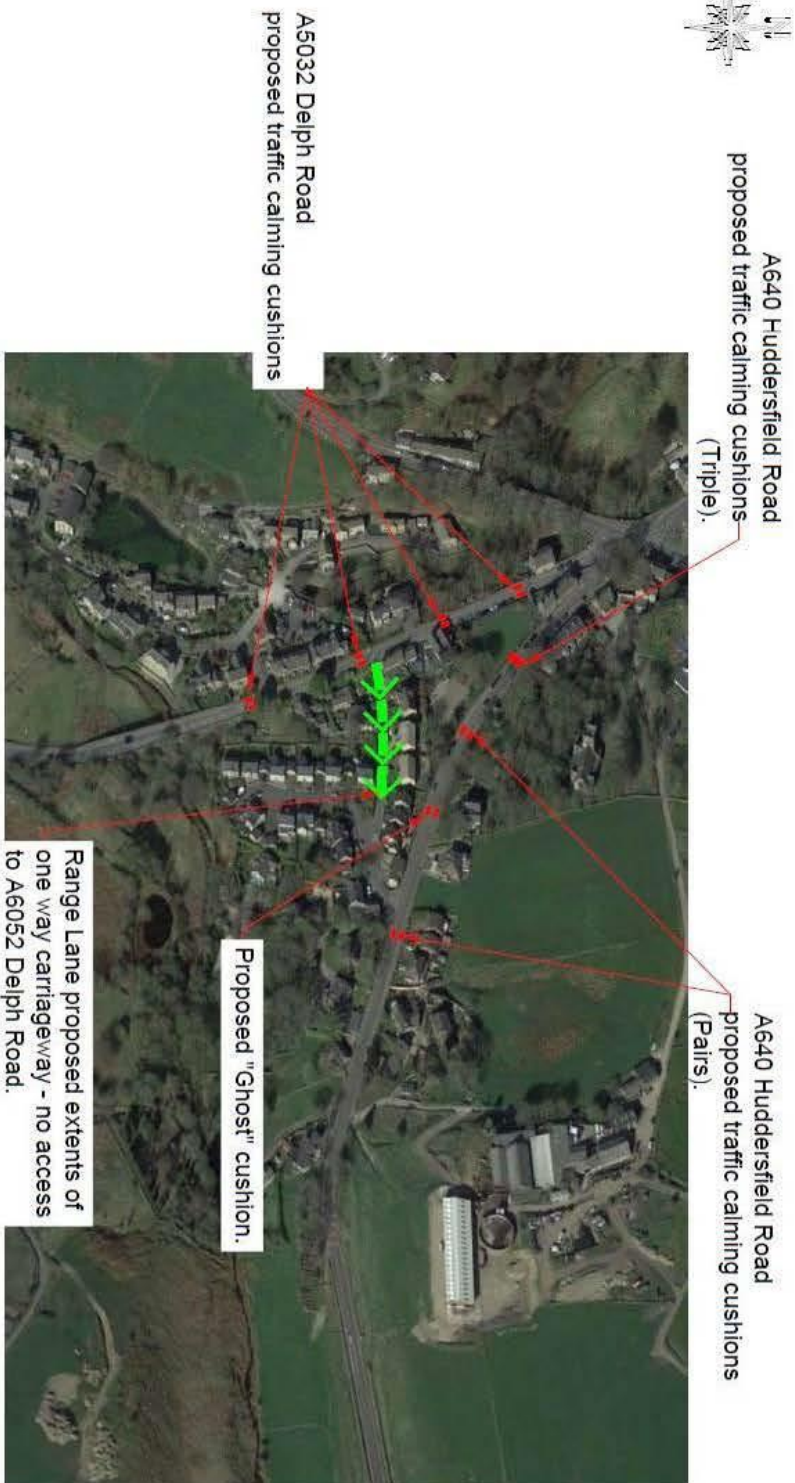
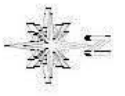
In consultation with Director


Signed:



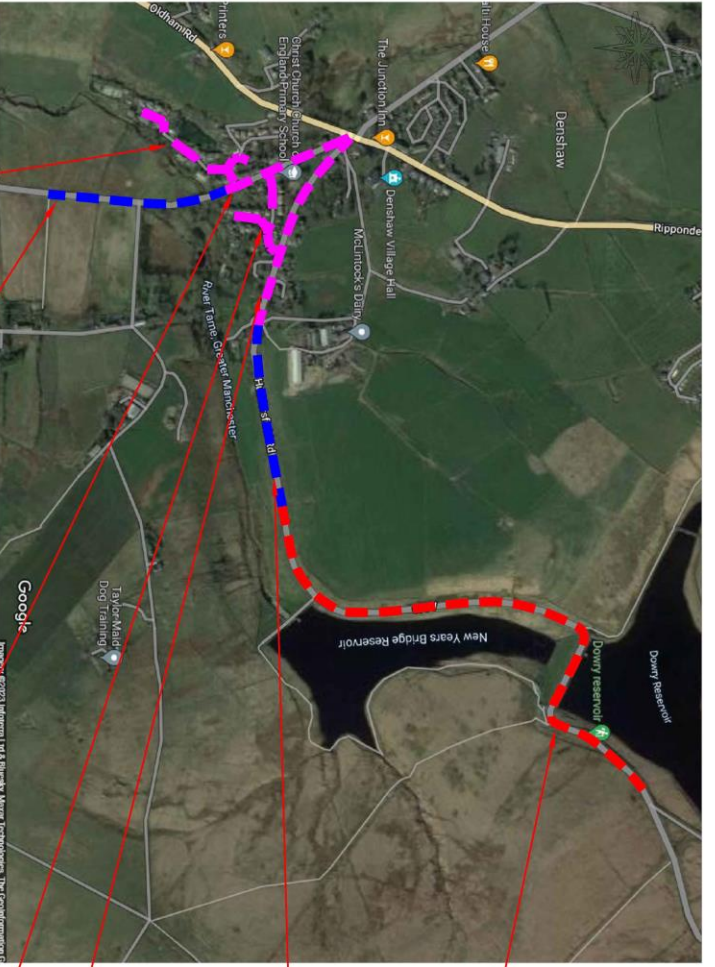
Date: 13 April 2023

Drawing Numbers 2384/A4/131/001,002 & 003



Client	OLDHAM	Title	PROPOSED TRAFFIC CALMING AND ONE WAY CARRIAGEWAY MEASURES
Project	DENSHAW CROSS SCHOOL SAFETY AND TRAFFIC CALMING SCHEME	Drawing No	2384/A4/131/001
Drawn by	AUS	Date	28/03/22
Checked by	SR	Date	28/03/22
Approved by	GR	Date	28/03/22
		Purpose of Issue	DRAFT
<b>HIGHWAYS &amp; ENGINEERING</b> Hershaw House, Cheapside, Oldham OL1 1NY		Scale at A4 size	NTS
Revision details	By	CM	App. Date

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Buckley Drive  
proposed 20mph speed limit.

A6042 Delph Road  
proposed 30mph speed limit.


A6052 Delph Road  
proposed 20mph speed limit.

A640 Huddersfield Road  
proposed 20mph speed limit.

Range Lane and Summer Hill View  
proposed 20mph speed limit.

A640 Huddersfield Road  
proposed 30mph speed limit.

A640 Huddersfield Road  
proposed 40mph speed limit.

Revision details		By	Chk	Appr	Date
Rev					
					
Client			Title		
OLDHAM			PROPOSED SPEED LIMITS		
Project					
DENSASHAW CROSS SCHOOL SAFETY AND TRAFFIC CALMING SCHEME					
Drawn by	ASIS	Date	Purpose of issue		
		20/03/22	DRAFT		
Checked by	SR	Date	Scale at A4 size		
		20/03/22	NTS		
Approved by	GFR	Date	Drawing No.		
		20/03/22	2384/A4/131/002		
Client: Henshaw House, Cheapside, Oldham OL1 1NY Project: HIGHWAYS & ENGINEERING Drawing No.: 2384/A4/131/002					

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A640 Huddersfield Road  
revocation of 40mph  
speed limit.

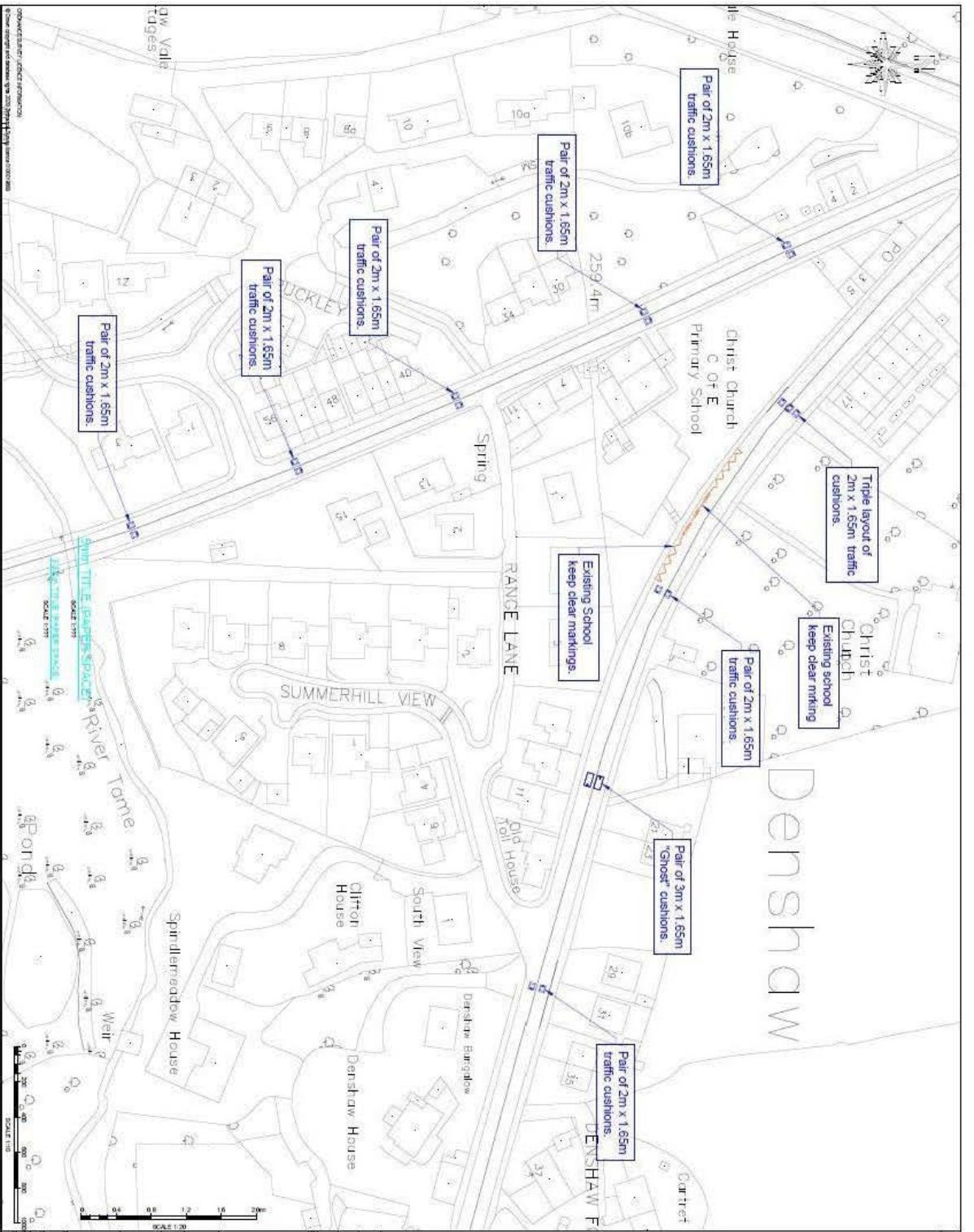
A640 Huddersfield Road  
revocation of 30mph  
speed limit

A640 Huddersfield Road  
revocation of 40mph  
speed limit.

		<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Chesopole, Oldham OL1 1NY	
		<b>Client</b> OLDHAM	<b>Title</b> PROPOSED SPEED LIMITS REVOCATIONS
<b>Project</b> DENSHAW CROSS SCHOOL SAFETY AND TRAFFIC CALMING SCHEME		<b>Drawn by</b> AUS	<b>Date</b> 20.10.22
<b>Checked by</b> SRI		<b>Date</b> 20.10.22	<b>Purpose of issue</b> DRAFT
<b>Approved by</b> GR		<b>Date</b> 20.10.22	<b>Scale at A4 size</b> NTS
<b>Revision details</b>		<b>Rev</b>	<b>Drawing No.</b> 2384/A4/131/003

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NOTES

<p><b>Oldham</b> COUNCIL</p>	
<p><b>HIGHWAYS &amp; ENGINEERING</b> Technical Team, Chorley, Oldham, OL1 1WJ</p>	
<p><b>OLDHAM</b> HUDDERSFIELD ROAD AND DELPH ROAD TRAFFIC CALMING SCHEME</p>	
<p><b>TRAFFIC CALMING LAYOUT</b></p>	
<p>TMA-473</p>	<p>1:500</p>
<p>2024/11/21</p>	<p>2024/11/21</p>

### **Schedule 1 – Traffic Calming**

#### **Speed Cushions (pairs)**

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

Road	Location
Huddersfield Road	265 metres East of Ripponden road
Huddersfield Road	149 metres East of Ripponden Road
Delph Road	261 metres South of Ripponden Road
Delph Road	211 metres South of Ripponden Road
Delph Road	161 metres South of Ripponden Road
Delph Road	103 metres South of Ripponden Road
Delph Road	58 metres South of Ripponden Road

#### **Speed Cushions (triples)**

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

Road	Location
Huddersfield Road	85 metres East of Ripponden road

### **Schedule 2 – 20 mph Speed Limit**

Road	Description
Huddersfield Road	From its junction with Ripponden Road Eastbound for a distance of 440 metres.
Delph Road	From its junction with Ripponden Road Southbound for a distance of 367 metres.
Range Lane	For its entire length.
Summerhill View	For its entire length.
Buckley Drive	For its entire length.
Corbett Way	For its entire length.

### **Schedule 3 30 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 440 metres East of Ripponden Road for a distance of 331 metres.
Delph Road	From a point 367 metres East of Ripponden Road for a distance of 225 metres.

### **Schedule 4 40 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 771 metres East of Ripponden Road for a distance of 1109 metres.

### **Schedule 5 Revocations**

Delete from The Oldham – Huddersfield Road Denshaw Speed Limit Order 2013

Second Schedule – 30 miles per hours speed limit

Road	Description
Huddersfield Road (A640) Denshaw	From its junction with Ripponden Road (A672) Denshaw for a distance of 560 metres in an Easterly direction.

Second Schedule – 40 miles per hours speed limit

Road	Description
Huddersfield Road (A640) Denshaw	From a point 560 metres East of its junction with Ripponden Road (A672) Denshaw for a distance of 1.32 kilometres in an Easterly direction.

Delete from The Oldham – Various Roads (30 MPH and 40MPH) Speed Limit Order 2000

Schedule 2, Part 2 - 40 miles per hours speed limit

Road	Description
Delph Road (A6052), Denshaw	Extending from a point 170 metres South of its junction with Wham Lane to a point located 70 metres South of its junction with Range Lane, a distance of 350 metres.

**Schedule 6 One Way working**

Road	Extents
Range Lane	From its junction with A6052 Delph Road in an Easterly direction for a distance of 85 metres.



## APPENDIX C

## Alister Storey

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**To:** TS Traffic  
**Subject:** RE: Traffic calming scheme Denshaw

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**From:** [REDACTED]  
**Sent:** 25 August 2023 22:47  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Traffic calming scheme Denshaw

Good evening

I am a resident of Range Lane Denshaw and wanted to comment on the proposals.

I totally accept the traffic is way too fast in Denshaw and agree with traffic calming measures on Huddersfield Road and Delph Road.

I am pleased that the speed will be reduced to 20mph and wondered whether speed cameras be considered? If not how will this be enforced?

With regards the proposals specifically, I have concerns about by making Range Lane one way. At the moment, traffic on Range Lane is minimal due to it being single track from numbers [REDACTED], and many motorists avoid this for fear of meeting oncoming vehicles. I have lived on Range Lane for [REDACTED] so I know this from experience. In my opinion, by making Range Lane one way, you will simply turn Range Lane into a rat run - providing a quick and uninterrupted way to cut out the junction at the top of Delph Road and avoid the traffic calming measures on Delph Road and Huddersfield Road.

Range Lane would become the most desirable route for motorists and this single track road isn't equipped to tolerate traffic of this nature. There doesn't to be any proposals to manage this this.

Whilst I understand there would be a benefit generally, to reduce speeds on Huddersfield Road and Delph Road, as a resident of Range Lane I will be affected adversely with increased volume of traffic at increased speed in front of my house. I have [REDACTED] who walk out of the house on foot straight onto the road as there is only pavement on 1 side of Range Lane. How do you propose managing this?

I understand that you consider there is a safety issue pulling out of Range Lane onto Delph Rd, but surely this is a separate issue which doesn't impact on reducing speed in the village?

In fact, making Range Lane one way will increase the speed of traffic and specifically impact on houses [REDACTED]. The issue of safety is caused by parked cars on Delph Road and nothing to do with speed.

I don't think making Range Lane one way fits in with the overall strategy, especially for residents of Range Lane. Could we make Range Lane access only for residents?

By making Range Lane one way from Delph Road, you would restrict access to standard size vehicles only, as bigger vehicles wouldn't be able to turn in given the tight angle. Residents in houses [REDACTED] would be unable to take deliveries from bigger vehicles, wagons, skip drop off etc. How do you propose we manage this?

In addition, I would like to understand whether the council would still agree to closing Huddersfield Road for the Whit Friday contest and the Denshaw Light Switch on - we usually close Huddersfield Rd from the junction to Range Lane, and use Range Lane as the diversion with traffic having access both ways. Would 2 way traffic be allowed temporarily during these events?

Like I said at the start, I totally support the need to reduce speed in the village and around the school. My [REDACTED] all attended Denshaw primary school and have been involved in incidents with traffic when walking to do PE at the village hall, or trying to cross the road to attend assembly at church. I have first hand experience of the problems, but I am concerned about the affects of the proposals on Range Lane.

I would welcome the opportunity to speak with further.

Thanks



[Sent from AOL on Android](#)

**Alister Storey**

---

**To:** TS Traffic  
**Subject:** RE: Proposed School Safety and Traffic Calming Scheme - Huddersfield Road, Delph Road and Range Lane, Denshaw - Traffic Regulation Order and Road Hump Notice

-----Original Message-----

[REDACTED]

Sent: 25 August 2023 10:26  
To: TS Traffic <env.Traffic@oldham.gov.uk>  
Subject: Proposed School Safety and Traffic Calming Scheme - Huddersfield Road, Delph Road and Range Lane, Denshaw - Traffic Regulation Order and Road Hump Notice

Dear Sir/Madam,

I note the road markings 'school keep clear' are to remain on Huddersfield Road but there is no mention of those on Delph Road. I assume this is merely an oversight?

During term time, the staff from the school park up to the existing road markings on Delph Road. I would suggest these road markings be extended as we already have an issue with visibility splays and double parking.

Perhaps, the staff could park at either the village hall or the Church as both provide ample parking.

Kind Regards,

[REDACTED]

1 Delph Road

DENSHAW

Oldham

OL3 5RY

Highways and Engineering

Traffic Section

Oldham Council

Henshaw Street

**OLDHAM**

AJS/TM4/473/C002

22 August 2023

Dear Sirs

**Re: Proposed School Safety and Traffic Calming Scheme - Huddersfield Road, Delph Road and Range Lane Denshaw -Traffic Regulation Order and Road Hump Notice**

I write in relation to this proposal as a resident of Delph Road.

Whilst I am in full agreement and support of the proposed speed restrictions I would make representation in relation to the Traffic calming cushions on Delph Road as follows:

Because of the rural nature of the area and surrounding farmland there is a large amount of farm/agricultural traffic i.e. tractors some of a considerable size and weight many with both laden and unladen trailers; the slowing and increasing of speed to negotiate the cushions would I believe result in a considerably increased problem with noise and as some the properties on Delph Road are very old the impact on the foundations of these properties could be considerable.

Further Delph Road also has a very high amount of motorbike traffic which is, especially in the summer month, excessively noisy anyway. The motorbikes tend to be in groups usually on average 6. Again, I feel the cushions would exacerbate that noise level considerably as 1 by 1 the riders are slowing and picking up speed in between the closely set cushions.

I would ask that consideration may perhaps be given instead to speed activated signs similar to those in use near Royton Hall School on High Barn Street as an alternative.

I trust that these points will be taken in to consideration when final decisions are made.

Yours faithfully



Lillian Wilk

## Alister Storey

---

**To:** TS Traffic  
**Subject:** RE: Proposed school safety and traffic calming scheme Denshaw

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**From:** [REDACTED]  
**Sent:** 23 August 2023 13:40  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Proposed school safety and traffic calming scheme Denshaw

23-08-2023

Dear Sirs,

Please accept the following with regards to my concerns regarding, your reference: **AJS/TM4/473/C002**

### I do not support the proposed one way of Range Lane

- Making Range Lane one way W to E from Delph Road, A6052 to Huddersfield Road, A640 is going to significantly increase the traffic because motorists short cut up the lane to Huddersfield Road to avoid queuing on Delph Road, during rush hour and when the M62 is closed and traffic is diverted, as the A640, Huddersfield Road, has priority at the 5-way junction.
- The village community has conferred with the GMP traffic section regarding the severity of the grid lock in Denshaw when the M62 is closed, have the Highways Traffic Section liaised with GMP, who after all, will be the ones in the frontline?
- Have the Highways Traffic Section liaised with the emergency services about accessing and egressing Range Lane if it were to be one way? In the late 1990's OMBC would not allow it when they were asked to consider the proposal by the builder of "Summerhill View" estate.
- Access from Delph on the A6052 is easy enough, into Range Lane W to E but impossible for some vehicles if they are travelling from the A672 and given that Delph has a weight restriction for some vehicles, many vehicles can only access Range Lane from the A672
- It is difficult enough when building work is being carried out to manoeuvre skips etc. into position but only being allowed one way in will considerably impede access to properties.
- The recycling collection vehicle reverses from Huddersfield Road to the 10 properties at the west end of the lane, near Delph Road, with the current proposal they would not be able to access from Delph Road and A672
- When the M62 is blocked and traffic must be diverted via the A640 from Huddersfield, Range Lane does allow traffic the access to Delph Road for those travelling into Delph and the other Saddleworth villages, whereas with the current proposals all the traffic would have to filter through the 5-way junction.
- I do consider a one-way system will block a natural ebb and flow of traffic which alleviates congestion at the 5-way junction.
- During bad weather conditions Huddersfield Road is frequently blocked and it is therefore not gritted. These proposals would make the traffic, from 10 households, minimum 20 vehicles, go one way towards this danger instead of them usually going West towards Delph Road, which is a bus route and therefore always gritted.
- During inclement weather cars are abandoned on Huddersfield Road from the estate "Summerhill View", whereas the properties at the West end of Range Lane can usually travel East to West home, as it is difficult to approach from the A6052 from the A672, this would therefore cause more congestion with more cars having to be left roadside.
- Builders merchants, skips and removal vans all travel east to west.
- The village will no longer be able to close the A640 for Christmas Light Up or Whit Friday Band Contest which the hospitality businesses benefit greatly from.
- Have you spoken to the residents of Range Lane who would be impacted by the proposed one-way scheme, 9,11,13,15 Delph Road, 1,2,3,4,5,6, Range Lane?
- There is no footpath on the one way section of the lane and the proposed one way scheme would encourage drivers to not even look before they turn up from the A6052 and they would be free to speed.

I do agree with the need for traffic calming measures:

- The Traffic Calming Cushions, on the A6052 Delph Road, appear to contradict “**located not to interfere with existing driveways and side road junctions**” as they do seem to be close to the entrance of Range Lane?
- The proposals do not mention any areas to be double yellow lined as a School Safety Measure.
- Oldham Road, Rochdale Road and Ripponden Road also need to be 20mph as trying to cross them is treacherous.

Regards, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Denshaw



## Alister Storey

---

**To:** [REDACTED]  
**Cc:** Linda Mills  
**Subject:** RE: Proposed School Safety and Traffic Calming Scheme Denshaw AJS/TM4/473/C002

---

**From:** David Fancy <[REDACTED]>  
**Sent:** 22 August 2023 22:58  
**To:** Alister Storey <[Alister.Storey@oldham.gov.uk](mailto:Alister.Storey@oldham.gov.uk)>  
**Cc:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Proposed School Safety and Traffic Calming Scheme Denshaw AJS/TM4/473/C002

22-08-2023

Hello,

Please accept the following with regards to my concerns regarding, your reference: **AJS/TM4/473/C002**

The village community has conferred with the GMP traffic section regarding the severity of the grid lock in Denshaw when the M62 is closed, have the Highways Traffic Section liaised with GMP, who after all, will be the ones in the frontline?

**I do not** support the proposal to make Range Lane one way West to East from Delph Road, A6052, to Huddersfield Road, A640

- Have the Highways Traffic Section liaised with the emergency services about accessing and egressing Range Lane if it were to be one way? In the late 1990's OMBC would not allow it to be one way when they were asked to consider the proposal by the builder of "Summerhill View" estate, their reasons are documented.
- When the M62 Westbound is closed traffic is diverted along the A640, Huddersfield Road and onto either Junction 20, Oldham or Junction 21, Milnrow and cars often back up on the A6052 as far back as Green Ash (approx. ½ mile+) because the A640 has priority over the A6052 at the 5-way junction in the centre of Denshaw
- This results in motorists taking a short cut up Range Lane to Huddersfield Road to avoid queuing on A6052, Delph Road so if it is one-way cars will go even quicker up Range Lane! This also occurs during rush hour and school pick up and drop off.
- When the M62 is shut and traffic must be diverted via the A640 from Huddersfield, Range Lane does allow traffic the access to Delph Road A6052 for those travelling into Delph, the other Saddleworth villages and Tameside, whereas with the current proposals all the traffic would have to filter through the 5-way junction causing even more backlog on A640 and A6052.
- A one-way system on Range Lane will block a natural ebb and flow of traffic which alleviates congestion at the 5-way road junction.
- In inclement weather residents (10+ households) nearest to the A6052 access their properties from East to West, as it is difficult to approach from A6052 Delph Road or from A672 Oldham Road, due to having to cross traffic, abandoned cars from Denshaw Vale and the West end of the lane



being on an incline, this would therefore cause more congestion with more cars having to be left roadside.

- During bad weather conditions the A640, Huddersfield Road is frequently blocked, not just with snow but with abandoned vehicles from “Summerhill View” and it is not gritted. These proposals would make the traffic, from 10 + households, minimum 20 vehicles, go one way up an egress with a sloping camber towards this danger instead of them, as usual going West towards A6052 Delph Road, which is a bus route and therefore always gritted, plus the residents clear Range Lane nearest to the A6052, Delph Road.
- Access from Delph on the A6052 is easy enough, into Range Lane W to E but impossible for some vehicles if they are travelling from Oldham on the A672 and given that Delph has a weight restriction for some vehicles, many vehicles can only access Range Lane from the A640
- The recycling collection vehicle reverses from A640 Huddersfield Road to the 10 properties at the West end of the lane, near Delph Road, as they are not able to access from the A6052 Delph Road and the A672 Oldham Road.
- It is difficult enough when building work is being carried out to manoeuvre skips etc. into position but only being allowed one way in will considerably impede access to all the properties on the single-track area, let alone having to get removal vans if they only have access from the West, A6052 Delph Road.
- The villagers have contributed and raised thousands of pounds over many years to fund “Christmas Lights” which culminate in a Sunday evening tradition of switching the lights on throughout Denshaw. The A640 is closed from Range Lane to the 5-way junction and traffic wishing to access and egress from Huddersfield Road uses the two-way route up and down Range Lane to bypass the festivities.
- On the long-established Whit Friday Brass Band Contest evening the same closure takes place and the PTA at the school has fundraising events and bouncy castles etc. for the community to enjoy.
- The one-way proposal West to East will destroy part of the village heritage and community spirit, not to mention the hospitality businesses that benefit from the income generated from these events.

**I do support the lowering of the speed limits however:**

- Why are they only on one side of the village?
- Oldham Road, Ripponden Road and Rochdale Road surely also need to be lowered to 20mph as these are just as hazardous for pedestrians to cross and surely the school children attend from all sides of the community.
- How will they be enforced?
- The Traffic Calming Cushions, on the A6052 Delph Road, appear to contradict “**located not to interfere with existing driveways and side road junctions**” however they do seem to be near the West end of Range Lane, surely they would be better placed just before the school where pedestrians are more likely to cross the A6052 Delph Road
- The proposals do not mention any areas to be double yellow lined as a School Safety Measure, why is that?

Kind regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Alister Storey**

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**To:** TS Traffic; Linda Mills  
**Subject:** RE: Safety and Traffic Calming Scheme Huddersfield Road, Denshaw

---

**From:** [REDACTED]  
**Sent:** 15 August 2023 16:30  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Safety and Traffic Calming Scheme huddersfield Road  
**Importance:** High

Dear Mr Storey

I am in receipt of your letter dated 27<sup>th</sup> July 2023 (AJS/TM4/473/C002), which I received from my neighbour as we didn't receive a copy. I live at [REDACTED], off Huddersfield Road.

Myself and my husband attended the recent traffic meeting at the village hall and it was expressed by the resident living at number [REDACTED] Huddersfield Road about the large amount of speeding cars and the number of cars that have crashed in to theirs coming along this particular stretch of the road.

We have witnessed high speed motorbikes and cars when exiting the lane for years and it is getting to a point where there will be a serious accident, the noise level from these vehicles is also very bad.

Motorbikes head down Huddersfield Road A640 leading into Denshaw at speed and the use the top of Range Lane as a turning point, they then go at high speed back up the A640 to the reservoir using it as a racing track.

I can see from the traffic calming layout in your letter there are no traffic cushions until you reach Range Lane. I would like to request that cushions are also implemented as you leave the 30mph speed zone into the 20mph zone in to Denshaw, just before you come to Ralphs Lane down the A640. There are quite a number of houses from that point and also the entrance to Ralphs Lane leading up to Ralphs Farm, which the farmers use regularly.

We would very much appreciate it if this could be looked in to for us and the residents who live along this particular stretch of road.

Many thanks.

Best Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

To: [REDACTED]

[REDACTED]  
DUNSMUIR

Your REF: ASS/1M4/443/C.2

[REDACTED]  
VLD141414

5<sup>th</sup> AUG. 2023

Dear Sirs,

TRAFFIC CALMING - Huddersfield Rd & RANGE LANE

I live on Dalpat Rd but my drive comes out on Range Lane next to the bottom. I have lived here since [REDACTED] and there has never been any trouble on Range Lane during that time. Traffic have to drive carefully as it is two way. If it was one way it would be more dangerous as traffic could drive faster thinking other vehicles would not be coming. Many cyclists use Range Lane as a cut through to avoid the junction and is safer. If the lane was one way it would be very difficult for some residents to drive into their drives, one could not do it at all, [REDACTED]. One way traffic would make Huddersfield Road more congested and create traffic at the crossroads which are very dangerous.

(2)

When the M62 is closed traffic comes through Wensley and some use Range Lane which eases traffic at the 5 way junction. On WHITE FRIDAY BIRMINGHAM traffic has to use Range Lane as part of Huddersfield Road is closed off. Longer cars and delivery vans would have difficulty on the turn up Range Lane from Delph Road as would refuse vehicles.

In winter with snow and ice you can't get up the bottom of Range Lane and have to go round to Huddersfield Road. Making Range Lane <sup>one way</sup> would not help road widening in any way. It would add extra traffic at the crossroads which are dangerous enough and more traffic on Huddersfield Rd. I object strongly to one way traffic, it is safer all round as it is.

I missed the meeting at Wensley as I was on holiday or I would have spoken out. I know Range Lane as I live there.

**Alister Storey**

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**To:**

[REDACTED]

**Subject:**

RE: Road Safety Improvements Denshaw Village

Dear Sir,

As a resident of Range Lane [REDACTED] I would like to give my full support to all the proposed safety improvements. I myself have suffered abuse when faced with someone racing off Huddersfield Road onto Range Lane as I have been coming up from Delph Road, when I asked if the person would reverse as I would have had to reverse on to a busy main road I was called, amongst other things, a stuck up b-----h. The speed at which people come onto the Lane from Huddersfield Road is ridiculous.

May I also point out that there is no street lighting on the single track part of the lane or at the entrance to the lane from Delph Road so it is very dark in winter months for families going to and from school, baring in mind there is no footpath, and also turning on to the lane can be difficult as it is so dark at night time.

Also, is there anything that can be done to prevent parking directly opposite the entrance to the lane.

It is pleasing to see the proposals for speed bumps etc to slow the traffic down as drivers think they're still on the motorway when they drive through Denshaw and no consideration is given to residents, more importantly they are a great danger to the children from the primary school.

Kind Regards,

[REDACTED]



**Alister Storey**

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**To:** [REDACTED]  
**Subject:** RE:

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**From:** [REDACTED]  
**Sent:** 04 August 2023 17:12  
**To:** Alister Storey <Alister.Storey@oldham.gov.uk>  
**Subject:**

This message was sent to your old @unitypartnership.com email address. Please update the sender with your new @oldham.gov.uk address to avoid loss of future emails.

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Re: Range Lane proposals.

I live at [REDACTED] Summerhill View, Denshaw. I completely support the Range Lane proposals,

I cannot understand how anyone could oppose these.

[REDACTED]

**Alister Storey**

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**To:** [REDACTED]  
**Subject:** RE: Proposed School Safety and traffic calming scheme - Huddersfield Road , Delph Road and Range Lane , Denshaw - Traffic Regulation Order and Road Hump Notice

**From:** [REDACTED]  
**Date:** Wed, 2 Aug 2023, 15:54  
**Subject:** Proposed School Safety and traffic calming scheme - Huddersfield Road , Delph Road and Range Lane , Denshaw - Traffic Regulation Order and Road Hump Notice  
**To:** <[env.traffic@oldham.gov.uk](mailto:env.traffic@oldham.gov.uk)>

I would like my comments to be noted regarding the proposal to make Range Lane one way.  
My property is [REDACTED]. Because of the width of Range Lane traffic is continually pulling onto mine and everyone else's drive as they try to get through , on one occasion causing damage to the car on the drive , fortunately this wasn't a child . Vehicles often have to reverse onto Delph Road because of traffic coming down Range Lane. The situation is dangerous and inconsiderate. This is made worse because of school cars which park outside numbers 7 /9 / 11 Delph Road all day five days a week . [REDACTED]

The situation around the area I have mentioned is cause for concern and needs addressing.  
Yours faithfully  
[REDACTED]

**Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: Denshaw Road Safety Proposals

**From:** [REDACTED]  
**Sent:** Thursday, August 3, 2023 10:49:55 PM  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Cc:** Alister Storey <[Alister.Storey@oldham.gov.uk](mailto:Alister.Storey@oldham.gov.uk)>  
**Subject:** Denshaw Road Safety Proposals

Good morning,

I am in receipt of your recently posted letter informing residents of your proposals to provide Traffic Calming around the Village and introduce a One-Way Traffic in a Westerly direction on Range Lane and would offer my following comments;

**Traffic Calming**

This is urgently needed to provide safer pedestrian crossing to Huddersfield Road and Delph Road for Villagers including a 100+ Church school intake and cannot think that any resident would argue against this proposal. In deed I am sure that others will point out that the main through-road Oldham / Ripponden despite its 30mph speed limit is at times a race track especially at weekends with bikers and sports cars but I am sure this will be in your sights for future consideration.

**Range Lane**

I have attached a local flyer which I fully endorse.

In my mind I am considering these as two separate issues and the primary concern is that of the Traffic Calming and if Range Lane is not carried forward it should not stop the other going ahead.

Regards,

[REDACTED]

**Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: The Oldham - Denshaw area speed limit amendment order & Range Lane one way traffic order 2023 & Huddersfield Road & Delph Road proposed construction of road humps

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**From:** [REDACTED]  
**Sent:** 01 August 2023 13:31  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** The Oldham - Denshaw area speed limit amendment order & Range Lane one way traffic order 2023 & Huddersfield Road & Delph Road proposed construction of road humps

**The Oldham - Denshaw area speed limit amendment order & Range Lane one way traffic order 2023 & Huddersfield Road & Delph Road proposed construction of road humps**

Dear Oldham Council,

Thank you for the information regarding the proposals regarding the traffic calming and speed restrictions in the village of Denshaw.

I am a resident at [REDACTED] Delph Road and fully support that there is finally action happening in the village regarding this issue.

However, as a resident the amount of teachers that park on Delph Road with no regard for the flow of traffic or the residents vehicles that are already there, causes a concern to us, as their parking does not allow the flow of traffic and I feel that with humps it will make the situation a whole lot worse for traffic trying to pass by the cars. It already gets extremely congested outside our residence and I do not wish this to get any more unpleasant.

My household each have considerable damage to our cars because of tractors and other vehicles trying to squeeze passed, I can only imagine that with speed humps it will make matters worse and the drivers even more impatient than they already are.

Therefore, I feel that if humps are being implemented then considerations about where in the village the teachers should park or how far along Delph Road the teachers can park should also be restricted, so they are not near to the speed humps and the residents parking, to ease the traffic flow.

(For Clarity - The teachers park on the school side of Delph Road and the residents of [REDACTED] Delph Road park outside their houses and a little further down Delph Road).

I hope my points will be considered.

Thank you for the opportunity for me to voice my concerns.

Thank You  
[REDACTED]

## **Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: Proposed school safety and traffic calming scheme Huddersfield Road, Delph Road and Range Lane Denshaw - Traffic regulation and road hump notice

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**From:** [REDACTED]  
**Sent:** 01 August 2023 11:46  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Proposed school safety and traffic calming scheme Huddersfield Road, Delph Road and Range Lane Denshaw - Traffic regulation and road hump notice

Morning Alister.

We have lived at [REDACTED] Range Lane, Denshaw for more than [REDACTED] and have become increasingly aware of the problems and dangers of this narrow single carriageway.

For the past several years we have also been members of a committee (with the MP, Oldham Highways officials, National Highways, police etc) examining the overall traffic issues in Denshaw, so we have an extensive grasp of the situation.

We strongly support the general traffic calming scheme, including the proposal to make Range Lane one way and are pleased to note that this has been included on road safety grounds.

As far as the one way plan is concerned, we would like to stress the following:  
It is used as a convenient cut through by non-residents but because it is only wide enough for one vehicle there are considerable problems and dangers.

Cars are often forced to reverse into oncoming traffic on Delph Road and when the footpath peters out half way down the lane pedestrians have to press against garden walls or go onto people's drives to avoid traffic, which is often going too fast for safety.

Like many of our neighbours we have to contend with cars frequently using our drive to get past other vehicles. When we were out recently, one vehicle, that didn't stop, went into the back of my [REDACTED], causing £300 of damage.

Despite warning signs large goods vehicles still enter from Huddersfield Road and get stuck, having to reverse out again.

At times of M62 westbound diversions, a constant stream of drivers use Range Lane from the A640, and sometimes mistakenly Summerhill View, to try to avoid the queue. This can go on for many hours, depending on the period of the diversion, and it virtually prevents access to Range Lane from Delph Road, making it very difficult to access residents' properties.

Signage at the Range Lane/Huddersfield Road junction (A640) to the effect that there is No Through Road and it is Residents Only would cure the problems.





**Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: Huddersfield Road, Delph Road and Range Lane, Denshaw - TRO and Road Hump Notice

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**From:** [REDACTED]  
**Sent:** 28 July 2023 21:27  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Huddersfield Road, Delph Road and Range Lane, Denshaw - TRO and Road Hump Notice

Your refs: LJM/VF22451 and AJS/TM4/473/C002.

Dear Sir/Madam,

I support all aspects of this proposed scheme, particularly the 20mph speed limit on Huddersfield Road, and making Range Lane one-way.

[REDACTED]

[REDACTED]

**Alister Storey**

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**Subject:** FW: LJM/VF22451

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**From:** [REDACTED]  
**Sent:** 28 July 2023 20:21  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** LJM/VF22451

Dear Mr Storey/Mr Entwistle,

I would like once again, to raise my objections to the proposed one way carriageway being introduced on Range Lane in Denshaw.

I raised my concerns when this was previously proposed and must do so again.

The proposal says it has been included on road safety grounds, but I honestly believe it will compromise the safety of residents of Range Lane.

If the weather is icy, which in winter in Denshaw it is very difficult to safely turn up from Delph Road onto Range Lane. Cars struggling to get up are likely to cause a collision on Delph Road. And reiterating what I said in my last objection, residents at the bottom of the road must be allowed to choose the safest route out of and back to their homes in winter.

Bad weather aside, I would also really like to know the reasoning behind considering it safer to make the road one way going up instead of down (east rather than west) I almost exclusively use the road going down. Everyone who lives at the lower end of the road will have to negotiate the awkward junction to switch between Huddersfield and Delph Road whenever they want to go out or return home. We at number [REDACTED] and our neighbours at number [REDACTED] will struggle to get into our drives every day.

However, no matter what the direction, I fail to see how making the road one way will improve safety. People mostly drive carefully on Range Lane now as they may meet something coming the other way. I personally think a one way system will encourage speeding, since cars will not be worried about meeting another coming in the other direction.

As I said in my objection last time the proposed one way system seems to be more about convenience for people passing through than safety and will seriously inconvenience residents on Range Lane. There is obviously nothing that can be done about the width of the road, but there is really no need for traffic to be passing through. From a residents point of view it would make a lot more sense to make the road "Access Only", but I would much rather live with the situation as it is than have it made One Way in the direction proposed. If it really is about safety, then make the road Access Only.

Once again, I would like to add that I have [REDACTED] children at the village school and fully support the introduction of the 20MPH limit and speed cushions.

Thank you for taking the time to read my concerns.

[REDACTED]

Sent from [Outlook for Android](#)

**Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: LJM/VF22451

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**From:** [REDACTED]  
**Sent:** 28 July 2023 20:19  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** LJM/VF22451

Good evening  
These are our objections to the purposed one way system on the Range Lane. If this is to go ahead we will be unable to remove our vehicles from our driveway in bad weather conditions. We will not be able to get up the end of Range lane due to how steep this is. In icy or snow this road is impassable and treacherous. We have seen several collisions with people trying to get onto the main road from this direction. This will mean we will be unable to attend work

We object to this part only of the proposal.

Kind regards  
[REDACTED]