

Delegated Cabinet Member Decision (Contract Award 100k -250k) Report

**Decision Maker(s)
and Portfolio area(s):** Cabinet Member for Neighbourhoods, and
Cabinet Member for Finance and Corporate Resources

Date of Decision: 5 July 2023

Subject: Proposal to allocate Section 106 resources for Foxdenton Lane and Lydia Becker Way– 20mph Speed Limit and Traffic Calming

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Chadderton Central

Reason for the decision: To seek approval for the allocation of resources secured through Section 106 planning obligations to fund Foxdenton Lane and Lydia Becker Way– 20mph Speed Limit and Traffic Calming.

These new restrictions will: -

- Reduce vehicle speeds;
- Improve facilities and safety for pedestrians near Foxdenton Park; and
- Improve road safety and the likelihood of a serious incident occurring as a result of speeding.

Summary: The purpose of this report is to approve the allocation of £90,392.78 Section 106 resources from DB 372 - Land at Foxdenton Lane, Chadderton (PA/334355 & 337091 & 342835) to Highways for the purposes of the introduction of a new 20mph speed limit, which will be supported with traffic calming measures as indicated on Drawings 2376/A1/296/01 and 47/A3/1690/1 on Foxdenton Lane and Lydia Becker Way.

Background: Numerous complaints, regarding Heavy Goods Vehicle access, dangerous driving and speeding vehicles have regularly been received from residents of Foxdenton Lane for many years.

Planning permission for the development at Land at Foxdenton Lane, Chadderton (PA/334355 & 337091 & 342835) was granted subject to the developer first entering a

Section 106 planning obligation. This obligation was signed on 22/10/2014, whereby the developer, Foxdenton LLP and J and C Blakeman and J and F Elswood, agreed to pay various contributions and be bound by a number of obligations relating to affordable housing and school places and highway improvements.

This report is concerned with allocating the £90,392.78 balance (including interest) from £150,000* which was paid to the Council to fund highway improvement works in the vicinity of the land.

The commuted sum is for highway improvement works in the vicinity of the Land including traffic calming works along Foxdenton Lane the improvement of pedestrian facilities to and from the Land, improvements to the height restriction signs on highways in the vicinity of the Land the relocation of the weight restriction order on Foxdenton Lane and amendments to Traffic Regulation Orders in the vicinity of the Land and for no other purpose. There is an expiry of 5 years from date of payment including interest unless the contribution is allocated to a scheme.

Including interest there is £90,392.78 from the S106 (DB372) to be allocated to this scheme for traffic calming as set out below. This will be matched by funding from the Local Transport Programme to make up the difference.

* Two schemes have already been implemented for height and weight restriction schemes using £64,837.45 of the original contribution.

Prior to the construction of Lydia Becker Way, Foxdenton Lane was a B classified route and provided a direct access to Broadway Business Park. Although a weight restriction was operational along the route, the residents regularly observed HGV's contravening the restriction. In addition to this, motorists also considered the route a short cut between Chadderton and Middleton Junction, with some travelling at inappropriate speeds.

The development of Broadway Green and the construction of Lydia Becker Way resulted in a more appropriate alternative route to Broadway Business Park, consequently the Planning consent associated with the new highway, resulted in the developer paying the Local Authority a sum of money to address some of the local traffic issues; this included an amendment to the weight restriction and the introduction of traffic calming measures. The weight restriction amendment is already operational, the remaining funds are to be allocated to the provision of traffic calming measures.

Foxdenton Lane, between its junctions with Broadway and Lydia Becker Way has also been de-classified, the 'B' classification is now along Lydia Becker Way

Foxdenton Lane is subject to a 30mph speed limit, by virtue of street lighting and has footway to both sides. The road is fronted primarily by residential properties with the majority having off-street parking. To the south of Foxdenton Lane is the recreational area of Foxdenton Park.

Foxdenton Lane is a relatively wide carriageway and has good forward visibility, which contributes to some motorists travelling at speed along the route.

Between the 7 and 17 May 2021, 3 Automatic Traffic Counts (ATC's) were carried out along Foxdenton Lane at 3 sites.
Site 1 – South West of its junction with Lydia Becker Way
Site 2 – South of its junction with Horseshoe Lane
Site 3 – South East of its junction with Lyndhurst Avenue.

The ATC's recorded the average 7 day speed of traffic along Foxdenton Lane to be between 23.7mph and 30.6mph. The 85th percentile speed of traffic was recorded as between 28.3mph and 35.2mph. The 85th percentile speed is the speed at which 85 percent of motorist travel at or below; it is also used in determining speed limits. Whilst the 85th percentile speeds are not considered excessive; a small number of motorists were recorded travelling in excess of 50mph. These drivers are considered to be anti-social motorists and are the type of driver the residents are more concerned about. The proposed measures will aim to achieve a reduction in these vehicle speeds.

Interrogation of The Greater Manchester Traffic Accident database shows that there have been no recorded injury accidents in the past 5 years.

As detailed earlier in the report funding for a traffic calming scheme, in the form of speed cushions and a 20mph speed limit on Foxdenton Lane, is available from Section 106 monies secured from the Broadway Green development. In addition to the traffic calming measures, the footway adjacent to Foxdenton Park will be widened to reduce vehicle speeds through the bend in the carriageway and to assist pedestrians in crossing the road. A chicane feature will be introduced near to 227 Foxdenton Lane to further reduce speeds and central islands will be installed on Lydia Becker Way to provide additional facilities for pedestrians to cross. To reduce vehicle speeds at the Foxdenton Lane /Lydia Becker Way junction, the junction radii will be amended to reduce westbound vehicle speeds and increase driver awareness of the give way priority at the junction.

The Section 106 funding is time limited and must be allocated to a traffic calming scheme by March 2024. If it is not used there is a risk funding for this scheme will no longer be available.

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

Option 1: To approve the recommendation and use Section 106 funds to implement the new speed limit and Traffic Calming features

Option 2: Not to approve the recommendation and lose the opportunity to use Section 106 funding

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

The Ward Members have been consulted and have worked very closely with residents and officers to develop the traffic calming scheme on Foxdenton Lane and Lydia Becker Way that has been outlined in the report. The Ward Councillors are therefore, happy to support the proposal

In addition, the following have also been consulted and have no issues/objections with the proposal:

- GMP – Chief Constable
- TfGM – Director General
- GM Fire Service View – County Fire Officer
- NW Ambulance Service – County Ambulance Officer

Recommendation(s):

Option 1 is recommended and the allocation of £90,392.78 Section 106 resources (including Interest accrued) are allocated for the purposes of Foxdenton Lane and Lydia Becker Way– 20mph Speed Limit and Traffic Calming.

Implications:

What are the financial implications?

The costs of introducing traffic calming measures at Foxdenton Lane and Lydia Becker Way will be circa £105k and will be capital expenditure.

This will be funded from the ‘Low Bridge signing’ scheme within the 2023/24 Transport Capital Programme and will be financed by Section 106 funding - DB372 (£90.4k) and LTP Highway Maintenance Grant (£14.6k) as shown within the below table:

| | 2023/24 £k |
|--------------------------------------|-----------------------|
| Cost of implementing measures | 105 |
| Financing by: | |
| Section 106 | (90.4) |
| LTP Highway Maintenance Grant | (14.6) |

(John Edisbury, Finance)

What are the legal implications?

In relation to the proposed speed cushions and tables, 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.

Section 90G of the Highways Act 1980 gives the Council authority to construct traffic calming measures in any highway it is responsible for maintaining at the public expense. Traffic calming measures which can be constructed include build outs, chicanes and islands. The Council is required to consult the Chief Officer of Police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the traffic calming work as the Council thinks fit.

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.

The proposals are an appropriate use of the S106 funding.

(A Evans, Legal Services)

Oldham Highways Operations will be undertaking this work and therefore there are no procurement implications.

What are the procurement implications?

(Dan Cheetham, Procurement)

What are the Human Resources implications?

None (Catherine Pearson, HR Business Partner)

Equality and Diversity Impact Assessment

Not required because the measures proposed are aimed at improving highway conditions; the scheme is being promoted to assist vulnerable users by reducing vehicles speeds.

What are the property implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority.

(Alison Evans, Estates)

Risks:

None

Co-operative agenda

The proposal to implement a 20mph speed zone will put the safety of residents' first, reducing speeding and dangerous driving, keeping children and families safe.

(Jonathan Downs – Corporate Policy Lead)

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: | Mark Woodhead |
| Date: | 5 July 2023 |

Approvals:

Signed : 
Cabinet Member for Neighbourhoods

Date: Friday 7th July 2023

Signed : 
Cabinet Member for Finance and Corporate Resources

Date: Friday 7th July 2023

In consultation with Executive Director of Place & Economic Growth

Signed :



Date: 06.07.2023

Traffic Calming Proposals

Schedule 1

Speed Cushion

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

| | |
|----------------|--|
| Foxdenton Lane | 96 metres South East of its junction with Horseshoe Lane |
|----------------|--|

Schedule 2

Speed table

Length 8 metres, width 6.5 metres, height 75mm with gradient of 1:15

| | |
|----------------|---|
| Foxdenton Lane | 34 metres North East of its junction with Horseshoe Lane. |
|----------------|---|

Schedule 3

Speed Cushions (Pairs)

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

| | |
|------------------|--|
| Foxdenton Lane | 17 metres East of Hyde Road |
| Foxdenton Lane | 25 metres West of Spring Road |
| Foxdenton Lane | 43 metres North East of Spring Road |
| Foxdenton Lane | 94 metres North East of Spring Road |
| Foxdenton Lane | 65 metres South West of Foxdenton Lane |
| Lydia Becker Way | 35 metres North East of Foxdenton Lane |
| Lydia Becker Way | 90 metres North East of Foxdenton Lane |
| Lydia Becker Way | 110 metres North East of Cavalier Square |
| Foxdenton Lane | 10 metres South East of Horseshoe Lane |
| Foxdenton Lane | 56 metres South East of Horseshoe Lane |
| Foxdenton Lane | 140 metres North West of the un named access between no 164 and 166 Foxdenton Lane |
| Foxdenton Lane | 79 metres North West of the un named access between no 164 and 166 Foxdenton Lane |
| Foxdenton Lane | 10 metres North West of the un named access between no 164 and 166 Foxdenton Lane |
| Foxdenton Lane | 59 metres South East of the un named access between no 164 and 166 Foxdenton Lane |
| Foxdenton Lane | 123 metres North West of the junction of Lyndhurst Avenue |
| Foxdenton Lane | 50 metres North West of the junction of Lyndhurst Avenue |
| Foxdenton Lane | 10 metres South East of the junction of Lyndhurst Avenue |
| Foxdenton Lane | 75 metres South East of the junction of Lyndhurst Avenue |

Schedule 4

Speed Cushions (Triples)

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

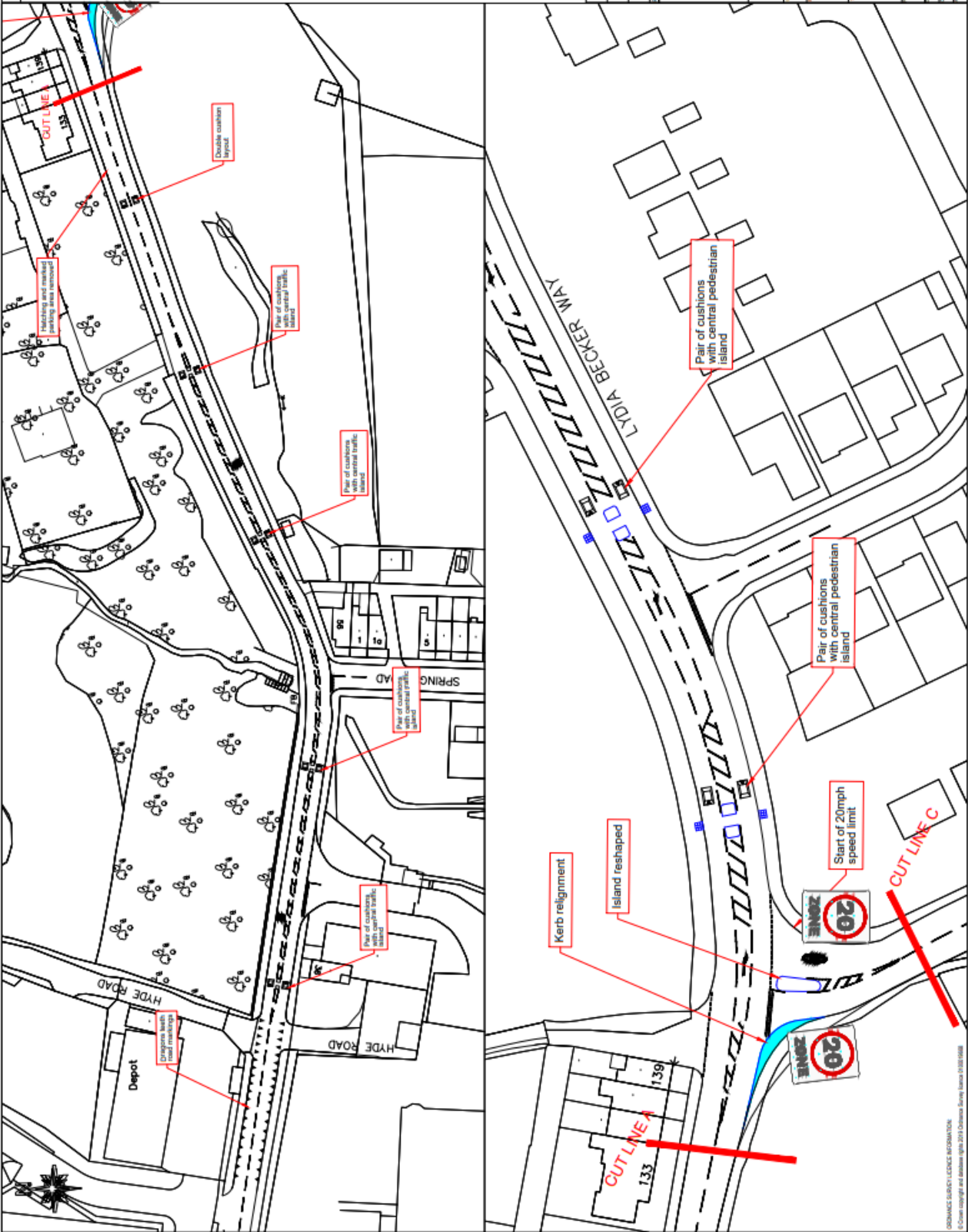
| | |
|----------------|---------------------------------------|
| Foxdenton Lane | 70 metres South East Lydia Becker Way |
| Foxdenton Lane | 125 metres East Lydia Becker Way |

Schedule 5

20 mph Speed limit

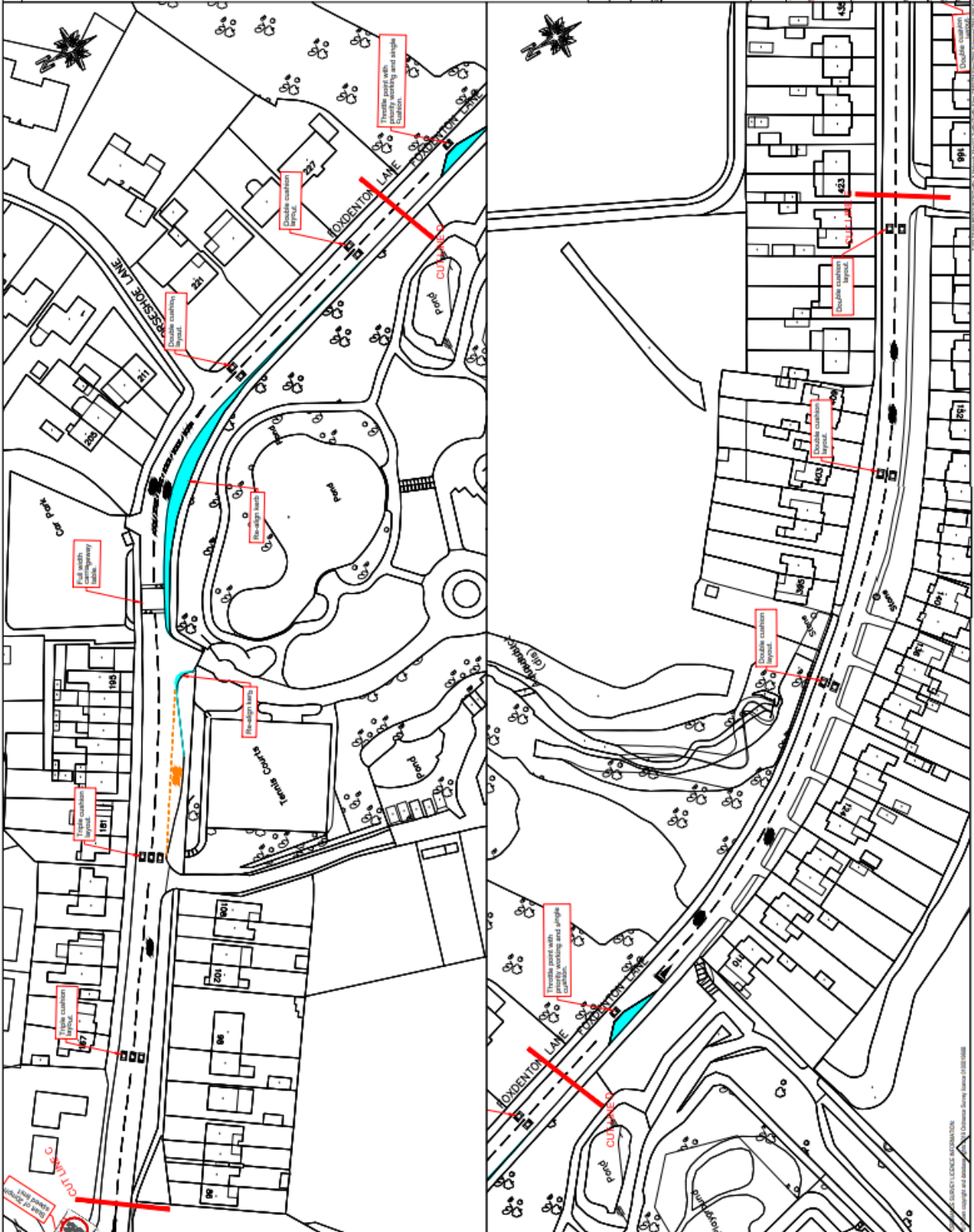
| | |
|------------------|--|
| Foxdenton Lane | From its junction with Lydia Becker Way to a point 80 metres south east of its junction with Lyndhurst Avenue. |
| Lyndhurst Avenue | From its junction with Foxdenton Lane for its entire length |
| Horseshoe Lane | From its junction with Foxdenton Lane for its entire length |

NOTES



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|---|---|
| <p>Oldham Council</p> <p>HIGHWAYS & ENGINEERING Heathway House, Chapelside, Oldham, OL1 1BY</p> | |
| <p>OLDHAM</p> <p>FOXDENTON LANE</p> <p>TRAFFIC CALMING AND</p> <p>20MPH SCHEME</p> <p>OUTLINE DESIGN</p> | |
| <p>Scale: 1:500</p> <p>Drawing No: 2378/A/1296/01</p> | <p>Date: 12/11/2023</p> <p>Author: [Name]</p> <p>Check: [Name]</p> <p>Issue: [Name]</p> |

NOTES



Oldham Council
HIGHWAYS & ENGINEERING
Heritage House, Chapels, Oldham OX1 1WY

OLDHAM
FOXDENTON LANE
TRAFFIC CALMING AND
20MPH SCHEME

OUTLINE DESIGN

| | |
|-------------|---------------|
| Project No. | 2376A/1298/02 |
| Scale | 1:250 |
| Author | SK |
| Check | SK |
| Date | |

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| | |
|---|----------------|
| <p>Oldham Council</p> | |
| <p>HIGHWAYS & ENGINEERING Heritage House, Chapelgate, Oldham OL1 1NY</p> | |
| <p>OLDHAM</p> | |
| <p>FOXDENTON LANE TRAFFIC CALMING AND 20MPH SCHEME</p> | |
| <p>OUTLINE DESIGN</p> | |
| Scale: | 1:250 |
| Project No: | 2376/A1/298/03 |
| Client: | Oldham Council |
| Author: | [Name] |
| Check: | [Name] |
| Issue: | [Name] |

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| T:\03 TEAM RESOURCE\Traffic & Network Map\01 Traffic\Traffic Files_OU5\TM Fleet\TM Scheme\TM4-496 Foxden Lane and Lyda Beckler Way 20mph and Traffic Calming\PLAN\Map\road.html | | HIGHWAYS & ENGINEERING Member House, Chipmunk, Oldham OL1 1BU | | TM4 - 496 Foxden Lane & Lyda Beckler Way | | | |
| Author | Created | Checked by | Drawn | Scale | Version of Plan | Drawing No. | |
| | | AJG | AD | 1:1000 | Consultation | 47/A3/1690/1 | |
| Reviewed by | Approved by | NTS@A3 | | | | | |