

TRO Panel

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 14 March 2024

Subject: Proposal to allocate Section 106 resources from DB 372 - Land at Foxdenton Lane, Chadderton (PA/334355 & 337091 & 342835) for Foxdenton Lane and Lydia Becker Way – 20mph Speed Limit and Traffic Calming

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Chadderton South

Reason for the decision:

A report recommending the introduction of a 20mph Speed Limit and Traffic Calming measures through use of Section 106 planning obligations on Foxdenton Lane and Lydia Becker Way was approved on 6 July 2023. Following the advertisement of legal notices, objections and comments have been raised by residents.

A copy of the approved report is attached at Appendix A and a copy of the comments received is/are attached at Appendix B.

In summary, objections identified the position of measures affecting access/egress to properties and that speed cushions encourage vehicles to straddle the measures with no impact on vehicle speeds. Speed cushions also encourage motorists to drive in the centre of the carriageway, which contributes to increased safety hazard.

In response to the objection: Foxdenton Lane is a bus route and the use of speed cushions on this type of route is well established throughout Greater Manchester. All features have been positioned so as to not impact on access/egress from properties.

Summary:

The purpose of this report is to consider the representation received to the introduction of traffic calming measures.

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

Option 1: Introduce the proposed measures as advertised
Option 2: Review the locations of the Traffic Calming measures to ensure that no vehicle accesses are directly impacted, prior to installation
Option 3: Do not introduce the proposed restrictions

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

The Ward Members have been consulted and Councillor C Goodwin and Councillor H Harrison support the recommendation of option 2

Recommendation(s):

It is recommended option 2 be progressed, and officers install the traffic calming features and reduce the speed limit.

Implications:

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

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

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

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

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)

Not required because the measures proposed are aimed at improving road safety

*What are the **property** implications*

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

Risks:

None

Co-operative agenda

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

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

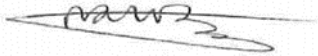
There are no background papers for this report

Report Author Sign-off:	
Mark Woodhead	
Date: 27 February 2024	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 4 March 2024

APPENDIX A

APPROVED MOD GOV REPORT



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)

In relation to the proposed speed cushions and tables, the Council should satisfy itself that the proposals will be effective

What are the legal implications?

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
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Schedule 2

Speed table

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

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

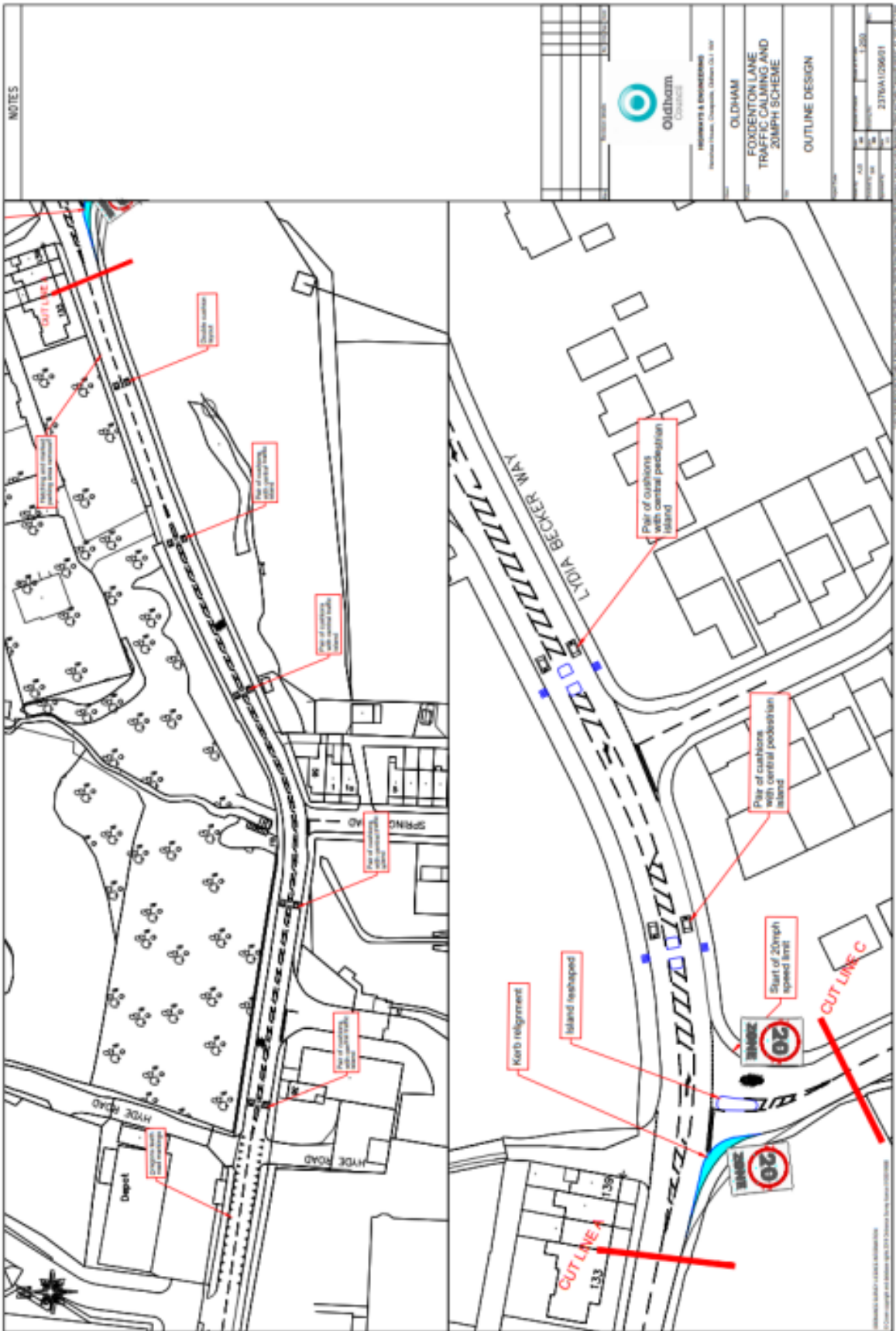
Length 2.00 metres, width 1.65 metres, height 75mm with gradient of 1:15

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



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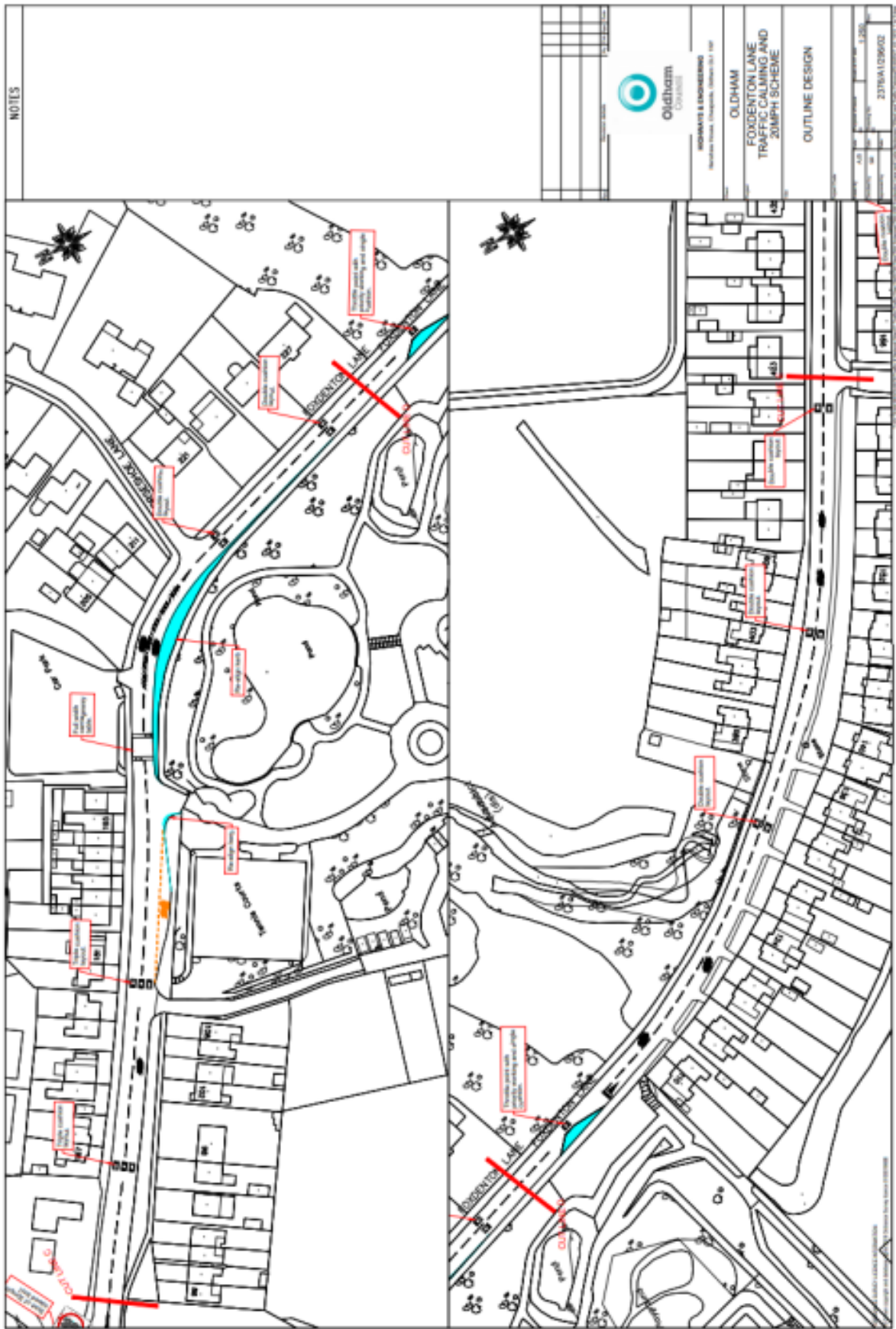
Highways & Infrastructure
Infrastructure, Planning, Streets, CVI, CVI

OLDHAM

FOXDENTON LANE
TRAFFIC CALMING AND
20MPH SCHEME

OUTLINE DESIGN

DATE	12/08/22
BY	12/08/22
APP'D BY	12/08/22
APP'D FOR	12/08/22
PROJECT NO	2376A/126/01
SCALE	1:500



NOTES



Oldham
Council

HIGHWAYS & ENGINEERING
Highways Team, Oldham, Greater Manchester, M20 2BT

OLDHAM
FOREBENTON LANE
TRAFFIC CALMING AND
20MPH SCHEME

OUTLINE DESIGN

23/04/2022



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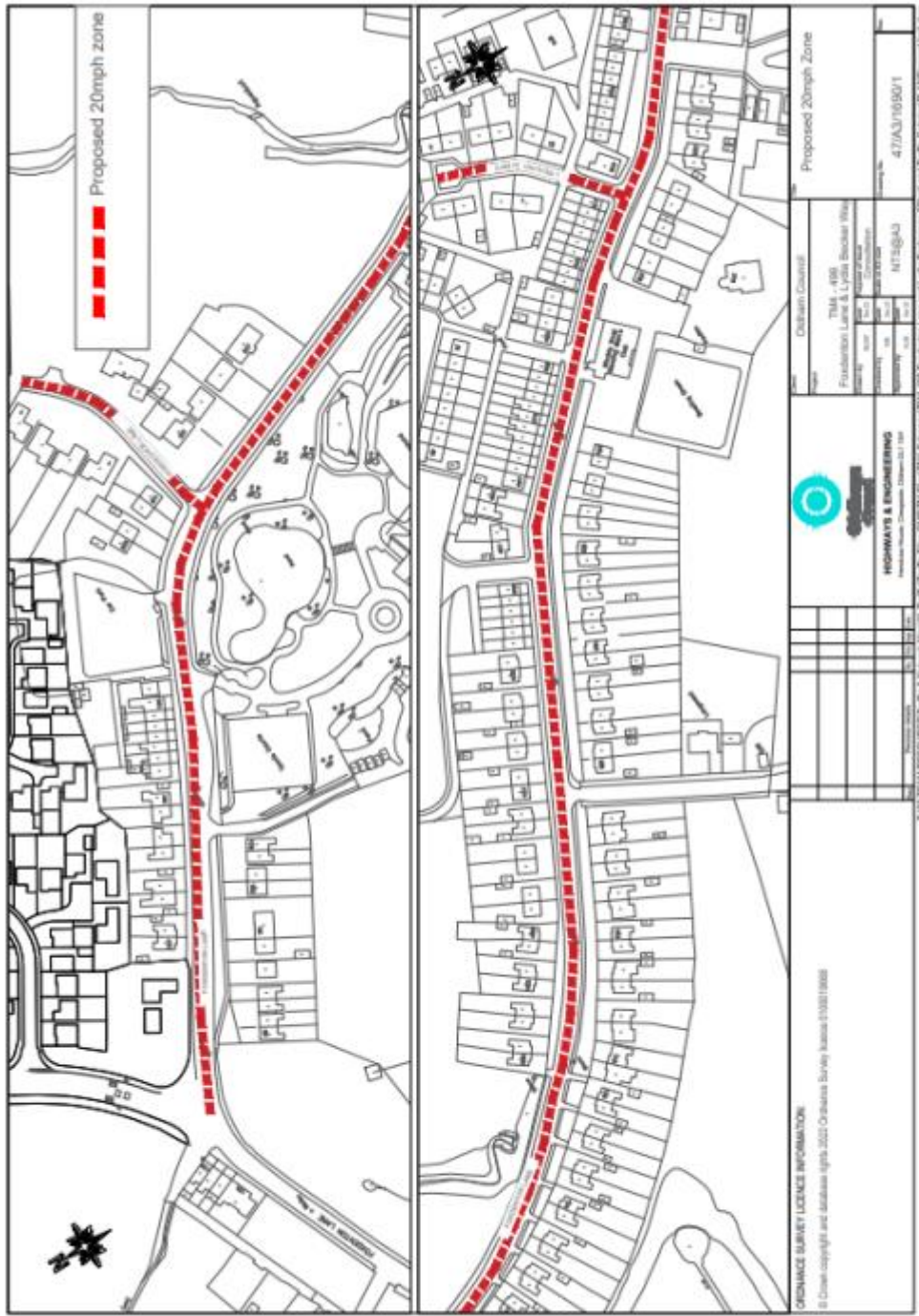
Oldham
Council

REGISTRATION & LICENSING
Highway Works, Transport, Street Use Unit

OLDHAM
CORRENTON LANE
TRAMWAY AND
TRAM STOP
SCHEME

OUTLINE DESIGN

DATE	15.11.22
BY	JZ/VA/026/03
FOR	TRAMWAY AND TRAM STOP SCHEME
PROJECT NO.	23701A/026/03
SCALE	1:1000
STATUS	OUTLINE DESIGN



APPENDIX B

COPY OF REPRESENTATIONS

<p><u>R1</u></p>	<p><i>Apologies for a late comment.</i></p> <p><i>I agree with the scheme however I do not think that it will achieve what is intended unless there are full width speed cushions/tables at various distances along the road.</i></p> <p><i>The scheme that is proposed will allow drivers to simply avoid these measures and virtually maintain their speed without needing to slow down and therefore the limit of 20 mph will not be adhered to, ever</i></p>	<p><i>Foxdenton Lane is a bus route , therefore speed cushions are considered to be most appropriate speed reducing feature.</i></p>
<p><u>R2</u></p>	<p>I have read the proposals and find myself slightly lost in relation to some of the proposals shown within the drawings. Could I suggest that future consultation letters include a much clearer key and move away from technical jargon.</p> <p>To help me understand the proposals better could you please answer the following queries:</p> <ul style="list-style-type: none">• <i>There is a speed table proposed (that will cover the full road) which will be located in front of the car park opposite the main entrance to Foxdenton Park. Will the speed table also be marked as a crossing point for pedestrians?</i>• <i>Its proposed that the road outside Foxdenton Park will be narrowed and its most widest point. Will the narrowing result in a much wider footpath or will something else be located on the ground? Will there be an signage put in place to advise motorists that the road is now significantly narrower than before?.</i>• <i>The proposals show 2 dark objects within the road located in line with 205/207 Foxdenton Lane. What do the objects represent as the key and supporting information within the consultation pack do not advise.</i>	<p><i>Pedestrians will be able to use the table, it will not be a controlled crossing for pedestrians</i></p> <p><i>This will provide a much wider footway, there is good visibility and in connection with the speed limit and calming measures , no additional signage is currently proposed</i></p> <p><i>These are speed limit markings in the carriageway</i></p>

<p>R3</p>	<p><i>Firstly congratulations on achieving your goal, of complete chaos on foxdenton Lane. Many years ago residents strongly objected to the foxdenton housing development ie increased traffic volumes & the weight limit which as never been enforced. The councillors at the time, who were supposed to support the residents, abstained from voting at the planning meeting. Now we are so pleased that what you have sown is coming home, like putting a plaster on a wounded community. The once semi-rural foxdenton as now been finally ripped to destruction by greedy plans of this uncaring band of Labour councillors. We are left with a once beautiful natural environment transformed into a faceless mess of tin warehouses good luck.</i></p>	<p><i>This scheme is being funded from monies secured from the housing development</i></p>
<p>R4</p>	<p><i>If I start by going back to last year when Councillor McLaren very kindly arranged a meeting in the Foxdenton cafe in the park for residents to view the plans and an opportunity to observe any issues.</i></p> <p><i>I mentioned at the meeting along with my neighbour that the junction at the bottom of the lane was used by some drivers as a kind of a sling shot to gather speed to race up the lane, any resident would say the same thing living close to the bottom of the lane. At the meeting we were asked to leave our email address so that further communication would be undertaken etc. Sadly nothing ever happened after that meeting and thus very disappointing when you're trying to help our council.</i></p> <p><i>In conclusion, I am for the traffic calming measures but it would have been more helpful if the council had come back to look at what was flagged up last year. For example with a proposed placement of a three cushioned speed bump at the bottom of the lane sort of half works.. If you drive around Oldham along any road that has a three cushion speed bump you will observe the majority of traffic going through the middle of the humps without going over the humps.</i></p> <p><i>Can you let me know whether what was flagged last year will be considered or whether residents have to make representations all over again</i></p>	<p><i>This junction of Lydia Becker Way and Foxdenton lane is being remodelled to reduce speeds through the junction.</i></p> <p><i>The number of cushions is dependent upon the width of the carriageway.</i></p>
<p>R5</p>	<p><i>Regarding the above, I live at number +++ Foxdenton Lane. Looking at the planned position of one of the triple cushions ++++++. The concern I have is, would it impact on me reversing +++++ into the Lane. I did raise this</i></p>	<p><i>The triple cushions will be sited in line with the boundary of numbers 98 and 96 so as not to impact access.</i></p>

	<p><i>issue at the consultation held in Foxdenton Park. Could it be moved to another position</i></p>	
<p>R6</p>	<p><i>We recently received a leaflet with your details on it regarding the above and voicing our concerns. When we were viewing the property we didn't realise or notice the speed at which the traffic flies down here, more worryingly HGVs. Amazon vans are another observation, driving at ridiculous speeds.</i></p> <p><i>Obviously this has been realised hence the traffic calming measures, however my concern is the type of speed bumps that are being put in, these types are simply useless as people just straddle them(I am also a culprit of this unfortunately to be honest) so they literally have zero affect when it comes to slowing vehicles down. In fact they could be more dangerous than having none as drivers tend to swerve one way or the other to straddle them or drive on the wrong side of the road if there are parked cars so as to be able to straddle another hump, I have never understood the relevance of this type of speed bump, they are literally a waste of taxpayers money.</i></p> <p><i>Another concern is the patch of road on the bend near the entrance which currently has white lines on it, again a complete waste of time as everyone just drives over them. I understand there is some sort of kerb work scheduled for that patch but it doesn't specify exactly what this is, so I can only hope that the white lines are going to become a kerb with bollards of some description that will be impossible to drive over.</i></p> <p><i>Ideally there should be a pedestrian crossing at that point and average 20mph speed cameras top and bottom of Foxdenton lane, it seems quite obvious to me.</i></p> <p><i>The HGV restrictions should also be policed as at the moment, although the signs regarding HGVs do have some affect there are still quite a lot that total ignore it.</i></p> <p><i>Just our thoughts and concerns seen from someone directly looking at all of this on a daily basis</i></p>	<p><i>Foxdenton Lane is a bus route , therefore speed cushions are considered to be most appropriate speed reducing feature</i></p> <p><i>The footway buildouts will encourage reduce speeds through the bend and also provide improved pedestrian environment.</i></p> <p><i>A new pedestrian island is being provided as part of the scheme and the footway buildout will reduce the width of carriageway to be crossed and improve inter visibility.</i></p> <p><i>The Council are considering new powers to use cameras to enforce this type of restriction. Once these new powers are in place, ANPR could be used at this location</i></p>

<u>R7</u>	<p><i>For many years certain vehicles using the lane well exceed the 30mph speed limit. In addition you get lorries, over the weight restriction, using the lane. It seems to be a problem which is not enforced in any way and hence continues. So lets hope the 20mph limit is going to be a success. A speed camera would bring in revenue to the council and certainly deter wrong doings.</i></p>	<p>This scheme is being funded from monies secured from the housing development. Foxdenton Lane does not meet the current criteria for the installation of a speed camera.</p>
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