

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

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

**Date of Decision:** 26 June 2024

**Subject:** A670 Uppermill, Phase 2 - Traffic Calming and 20mph Zone

**Report Author:** Ian Whitehead, Traffic Engineer

**Ward (s):** Saddleworth North / South

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**Reason for the decision:** The purpose of this report is to consider the implementation of traffic calming measures and a permanent 20mph speed limit on the A670 in Uppermill.

A 20mph scheme was introduced through Uppermill during covid which has been well received. These proposals are to make the 20mph zone permanent and to compliment the 20mph zone with traffic calming.

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):*** No alternative options have been considered

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted*** The Ward Members have been consulted and support the proposals.

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

T.f.G.M. View - The Director General has been consulted and have requested minor amendments to the scheme. The amendments have been discussed and amended as requested.

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

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

**Recommendation(s):**

It is recommended that the proposals contained within this report are supported and the proposed traffic calming and 20mph zone is introduced

**Implications:**

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

The cost to implement traffic calming measures and a permanent 20mph speed limit on the A670 in Uppermill will be circa £57k and will be both revenue and capital expenditure.

<b>Revenue</b>	<b>£</b>
Advertising of Order	2,000
<b>Total Revenue</b>	<b>2,000</b>
<b>Capital</b>	<b>£</b>
Consultation	1,000
Design/Supervision	17,500
Main Works	36,132
<b>Total Capital</b>	<b>54,632</b>
<b>Total</b>	<b>56,632</b>

The advertising of the order will be funded from the Traffic Regulation Order (TRO) revenue budget.

The design and delivery will be funded from the 'Traffic calming of 20mph, Uppermill, Dobcross' scheme within the 2023/24 & 2024/25 Transport Capital Programmes., which will be financed by LTP Highway Maintenance Grant.

(John Edisbury)

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

In relation to the proposed 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 relation to the proposed 20 mph speed limit, the speed limit regime enables traffic authorities to set 'local speed limits' in situations where local

needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit.

In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

What are the **procurement** implications?

The department have confirmed that works will be carried out by Oldham Highway Operations using the term maintenance contract – an internal provision.

(Dan Cheetham, Procurement)

What are the **Human Resources** implications?

None

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

Not applicable

What are the **property** implications

None



<b>Risk assessments:</b>	<p>The introduction of a 20mph speed limit and traffic calming measures around the A670 will Decrease the speed of vehicles on the highway and decrease the numbers of incidents involving road users. There could be reputation risks around the scheme in terms of residents reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before carrying out the works.</p> <p>Vicki Gallacher (Head of Insurance and Information Governance)</p>
<b>Co-operative implications</b>	<p>The proposals in this report support safer streets and will improve resident's safety and perceptions of safety. James Mulvaney, Policy Manager</p>
<b>Community cohesions, including crime and disorder implications</b>	<p>Not applicable</p>
<b>Environmental and Health &amp; Safety Implications</b>	<p>None</p>
<b>IT Implications</b>	<p>None</p>

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

## Schedule 1

### Traffic Calming Cushions (pair) 2000mm(l)x1650mm(w)x75mm(h)

Item No	Length of Road	Location
1	A670 High Street	49.2m south of the junction with Bridge Street 6.2m north of the junction with Bridge Street 21.7m north of Tame Street 20.1m south of Kenworthy Gardens 44.1m north of Kenworthy Gardens 95.2m north of Kenworthy Gardens 22.8m south of the junction with Ryefields Drive 23.6m north of Ryefields Drive 82.5m north of Ryefields Drive 79m south-east of the junction with A6052 Dobcross New Road

**Locations below will be ghost painted cushions and therefore no vertical deflection:**

Item No	Length of Road	Location
1	A670 High Street	10m north of the junction with Mill Street 6m south of School Street 9.4m south of Spring Street 7.3m north of Smithy Lane 8.7m north of the junction of Church Road (Set of 3) 18.5m north of the junction of Church Road (Set of 3)

### Extents of Roads covered by the 20mph speed limit

#### Affected Roads:

A670 High Street, Uppermill from a point 90m South of its junction with Bridge Street in a northerly direction to its junction with the A6052 Dobcross New Road

Bridge Street – for its entire length

Kenworthy Gardens - from its junction with A670 High Street for its entire length

Pickmere Mews - from its junction with Kenworthy Gardens for its entire length

Telford Mews - from its junction with Kenworthy Gardens for its entire length

Un-named access road to the rear of Warburton Close – from its junction with A670 High Street for its entire length

Tame Street - from its junction with A670 High Street for its entire length

Wade Row - from its junction with A670 High Street for its entire length

Hopkinson Close - from its junction with Tame Street for its entire length

Chapel Street - from its junction with A670 High Street for its entire length

Church Road - from its junction with A670 High Street to its junction with New Street

Moorgate Street – From its junction with A670 High Street for a distance of 65 metres in a westerly direction

New Street - from its junction with A670 High Street to its junction with Church Road

Smithy Lane - from its junction with A670 High Street for its entire length

Bolton’s Yard from its junction with New Street for its entire length

Station Road – from its junction with Smithy Lane to a point 15 metres north of its junction with Merlewood Avenue

Walkers Close - from its junction with Station Road for its entire length

Lee Street – from its junction with Station Road for its entire length

Court Street - from its junction with A670 High Street for its entire length

Spring Street - from its junction with A670 High Street for its entire length

School Street - from its junction with A670 High Street for its entire length

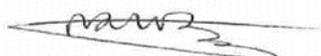
Mill Street - from its junction with A670 High Street for its entire length

Bridge Street - from its junction with A670 High Street for a distance of 45 metres in a south easterly direction

**There are no background papers for this report**

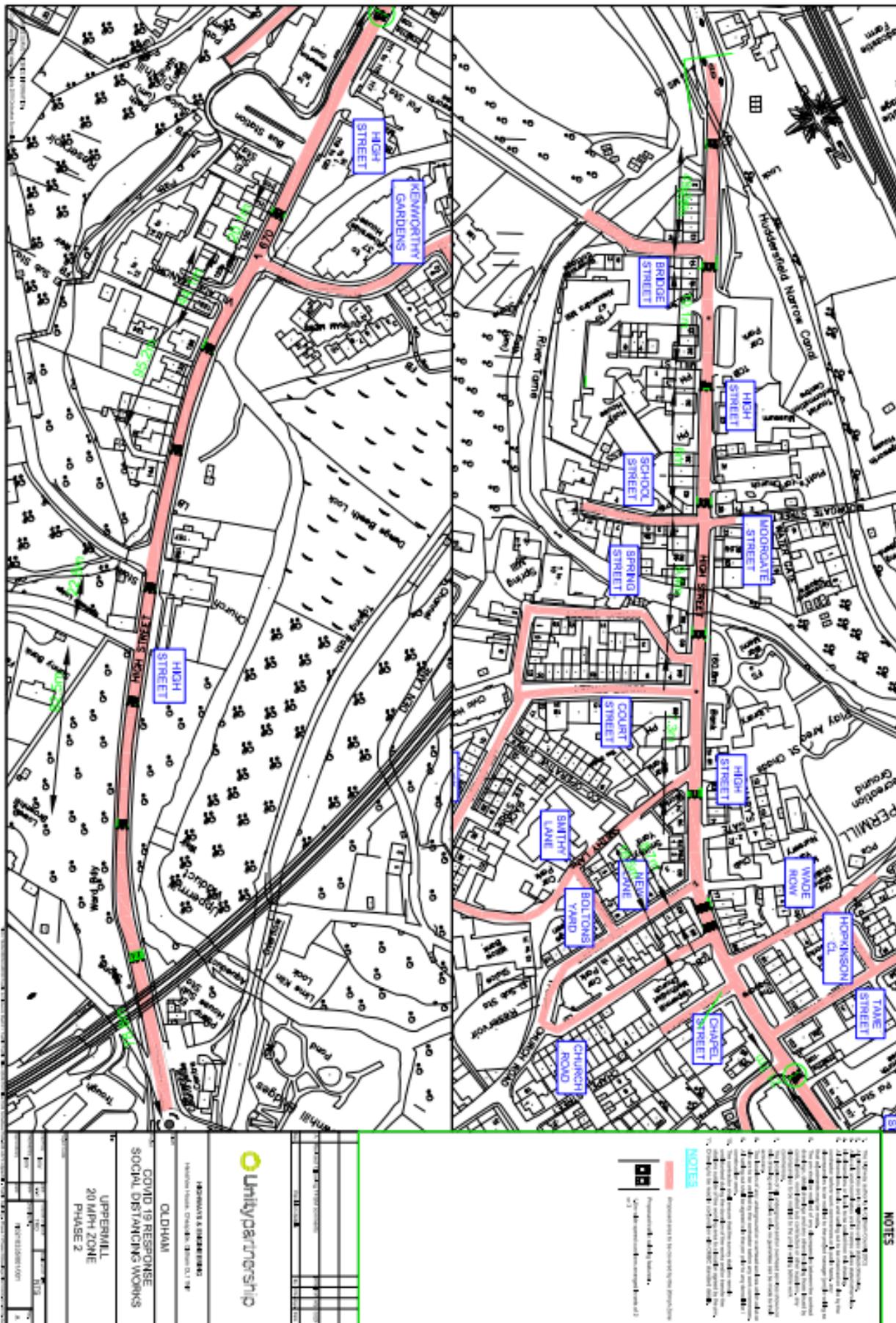
<b>Report Author Sign-off:</b>	
Ian Whitehead	
<b>Date:</b> 19 June 2024	

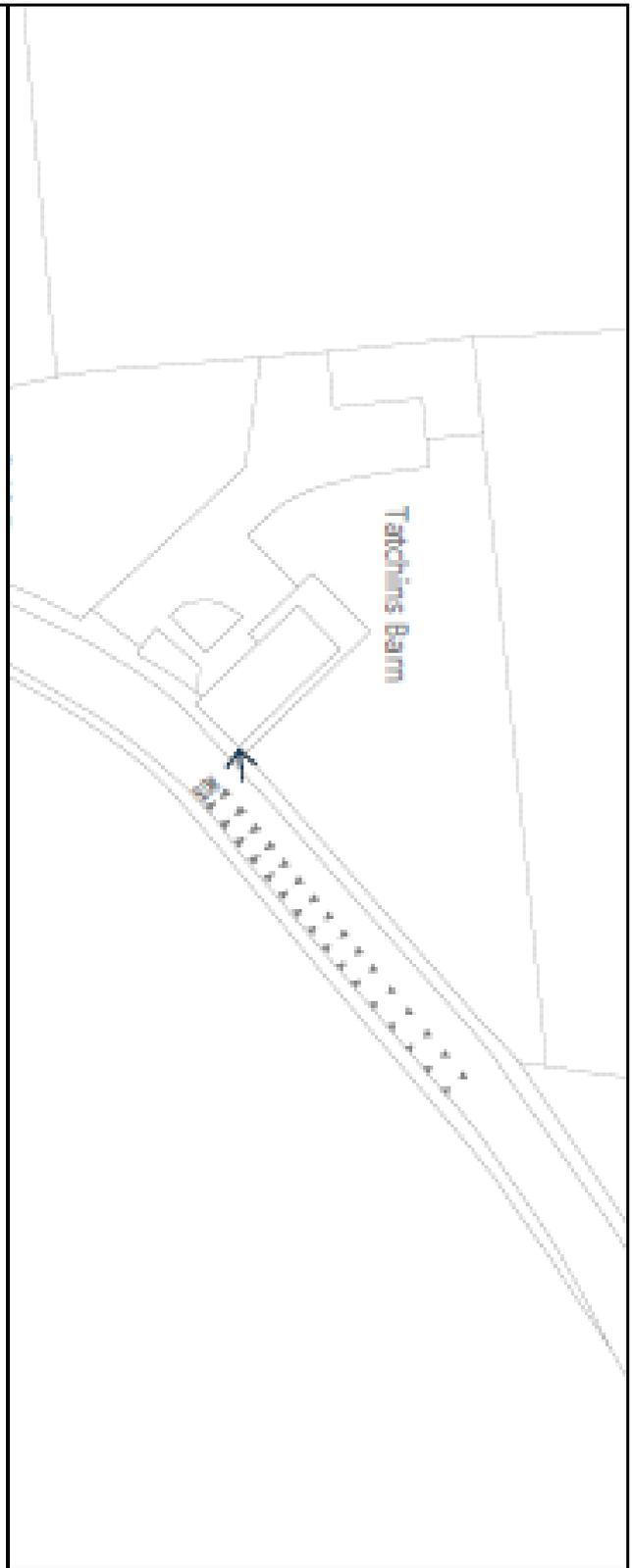
In consultation with Director of Environment



Signed :

Date: 26.06.2024





<p>THE OBJECTIVE OF THIS DOCUMENT IS TO PROVIDE A SUMMARY OF THE CURRENT STATE OF THE PROJECT AND TO IDENTIFY THE KEY AREAS FOR FURTHER INVESTIGATION.</p>	
<p><b>CLIENT</b></p>	<p>LEP</p>
<p><b>PROJECT</b></p>	<p>TATCHINGS BARN AND SURROUNDINGS</p>
<p><b>GENERAL AMENDMENT</b></p>	<p>ADDITIONAL PROPOSALS</p>
<p><b>DATE</b></p>	<p>15/01/2024</p>
<p><b>BY</b></p>	<p>[Signature]</p>

10/24