

Delegated Decision Report

Decision below £250k



Subject:	Proposed Amendment to 7.5T Environmental Weight Restriction – Delph Area, Saddleworth
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Councillor C Goodwin, Portfolio Holder for Don't Trash Oldham,
Decision date:	5 December 2024
Report author:	Andy Cowell, Engineer
Ward (s):	Saddleworth North

Reason for decision

To consider the introduction of a new environmental weight restriction in the Delph area of Saddleworth.

Recommendation(s)

It is recommended that a new environmental weight restriction be introduced in accordance with the plan and schedule at the end of this report.

Background

The carriageway alignment along the A6052 through Delph village is not to ideal standard. Near to the junction of Grains Road, the road narrows significantly and the horizontal alignment hinders the passage of larger vehicles. The footways in this area are substandard in width and place pedestrians at a greater risk of injury due to their close proximity to passing vehicles. To the north of the village, there is a narrow humped-back bridge which hinders traffic movements. The centre of the village is also designated as a conservation area.

The roads in the area, are therefore, subject to a 7.5T environmental weight restriction to defend the area from HGV movements. However, several incidents have still occurred in recent years involving HGVs becoming stranded within the village centre and causing damage to buildings.

Although the existing weight restriction has an exemption for access, it is the view of Officers that changing this to an exemption for loading would provide easier enforcement for the Police.

The weight restriction is marked by regulatory signs at the entry points into the zone. There are maintenance issues with the current signs and some signs do not meet current enforcement standards, thus making any subsequent Police enforcement difficult to administer. It is therefore proposed to upgrade the signs which should also improve compliance.

Whilst the restriction is enforced by the Police, Delph Community Association are also looking at setting up a 'Lorry Watch scheme'. Community volunteers record details of vehicles that have contravened the traffic order and contact the company involved. However, the scheme cannot be operated until the signs are upgraded.

As part of the work to try to reduce the number of HGV movements in the area, Officers are also considering a reclassification of the A6052 which runs through Delph. It is proposed that this be re-categorised as a B road, due to its characteristics, especially those within the village centre. The current classification of the route as an A road may encourage its use by through traffic, including HGVs.

It is proposed to introduce a new environmental weight restriction order, as detailed on plan 47/A4/1726/1, and to revoke the existing order.

If approved, the proposal should reduce the number of contraventions, enable better enforcement and provide a safer environment for highway users in Delph and the surrounding area.

Alternative option(s) to be considered *(please give the reason(s) for recommendation(s))*

Option 1: To approve the recommendation

Option 2: Not to approve the recommendation

Consultation

The Ward Members have been consulted and Councillor G Harkness supports the introduction of more signage to reduce the number of HGV vehicles in Delph. "This is a step forward and I support that a Lorry watch scheme is at last going to be a reality."

Councillor L Lancaster would like to endorse Option 1 please.

"I know that a resident of Stoneswood Road has long championed the establishment of a Lorry Watch group through Delph Community Association, yet that has not been possible with the present highways arrangements. If adopted, this recommendation will facilitate that, as well as improved HGV compliance and police enforcement.

I embraced the cause in late 2021, and met with OMBC Highways in early 2022, so it is a pleasant surprise to learn of this proposal a couple of years later! Slow progress perhaps, but progress nonetheless."

Councillor P Byrne, in principle, supports Option 1.

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

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

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

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

Risks

The introduction of a new weight restriction order and associated signage should reduce the number of contraventions, enable better enforcement and provide a safer environment for highway users in Delph and the surrounding area. There could be reputation risks around the scheme in terms of local resident reactions to the proposals, but these can be mitigated by effective communications, the publication notice and review of any objections received before introducing the restriction.

Implications

Financial	<p>The cost of introducing the scheme is shown below:-</p> <table border="1" data-bbox="688 638 1247 743"> <tr> <td>Advertisement of Order</td> <td>1,200.00</td> </tr> <tr> <td>Introduction of Signs</td> <td>31,351.49</td> </tr> <tr> <td>TOTAL</td> <td>32,551.49</td> </tr> </table> <p><u>Capital Comments</u></p> <p>The proposed capital expenditure of £33k is anticipated to be wholly defrayed in 2024/25.</p> <p>The project will be charged to the the Transport - Bridges & Structures capital programme and will be financed from within the existing Bridges & Structures Capital Programme provision (£20k from M1147, £13k from M0314). (Jit Kara, Senior Accountant)</p>	Advertisement of Order	1,200.00	Introduction of Signs	31,351.49	TOTAL	32,551.49
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TOTAL	32,551.49						
Legal	<p>The Council must be satisfied that it is expedient to make the Traffic Regulation Order 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.</p> <p>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</p>						

	<p>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)</p>
Equality impact including implications for Children and Young People	None
Co-operative	<p>The proposals set out in this report seek to increase the safety of pedestrians in Delph Village by introducing weights restrictions on HGVs. This is in line with our cooperative agenda. (James Mulvaney, Policy Manager)</p>
Procurement	<p>There are no immediate procurement implications for the request to introduce of a new environmental weight restriction in the Delph area of Saddleworth.</p> <p>Procurement rules will apply to the upgrading of the signs. Therefore, the Commercial Procurement Unit should be engaged as early as possible to ensure the purchases associated with the upgrade of signs (and any supplementary goods, works of services required to make the changes viable), is undertaken in accordance with Council CPR's (and Public Contracts Regulations 2015 if required). Given the expediency required, it is intended that the works will be carried out by E.ON Highways as the day-to-day operational partner and sub-contractor under the 25year Street Lighting Private Finance Initiative (PFI) with Community Lighting Partnership (CLP) signed on 20 April 2011.</p> <p>The price of the works is in accordance with the schedule of rates in the PFI contract.</p> <p>Jasmin Banks-Lee, Head of Commercial Procurement Unit</p>

Schedule

Drawing Number 47/A4/1726/1

Revoke:

The Greater Manchester County (Various Roads, Delph) (Prohibition of Commercial Vehicles Over 3 Tons) (County) Order 1978

Introduce:

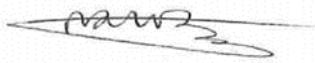
Prohibition of Vehicles Over 7.5 Tonne (Except for Loading) (Various Roads, Delph) Order

Road	Length of Road
The Sound, Delph	For its entire length
Millgate, Delph	For its entire length
King Street, Delph	For its entire length
High Street, Delph	For its entire length
Denshaw Road, Delph	For its entire length
Delph Road, Denshaw	For its entire length
Delph Lane, Delph	For its entire length
Sandbed Lane, Delph	For its entire length
Rumbles Lane, Delph	For its entire length
Hill End Rad, Delph	For its entire length
Stoneswood Road, Delph	For its entire length
Grains Road, Delph	For its entire length
Thurston Clough Road, Delph	For its entire length
Thurston Clough Road, Scouthead	For its entire length
Ship Lane, Delph	For its entire length
High Lee Lane, Strinesdale	For its entire length
Two Acre Lane, Strinesdale	For its entire length
Shiloh Lane, Strinesdale	From its junction with Roebuck Lane to its junction with Two Acre Lane

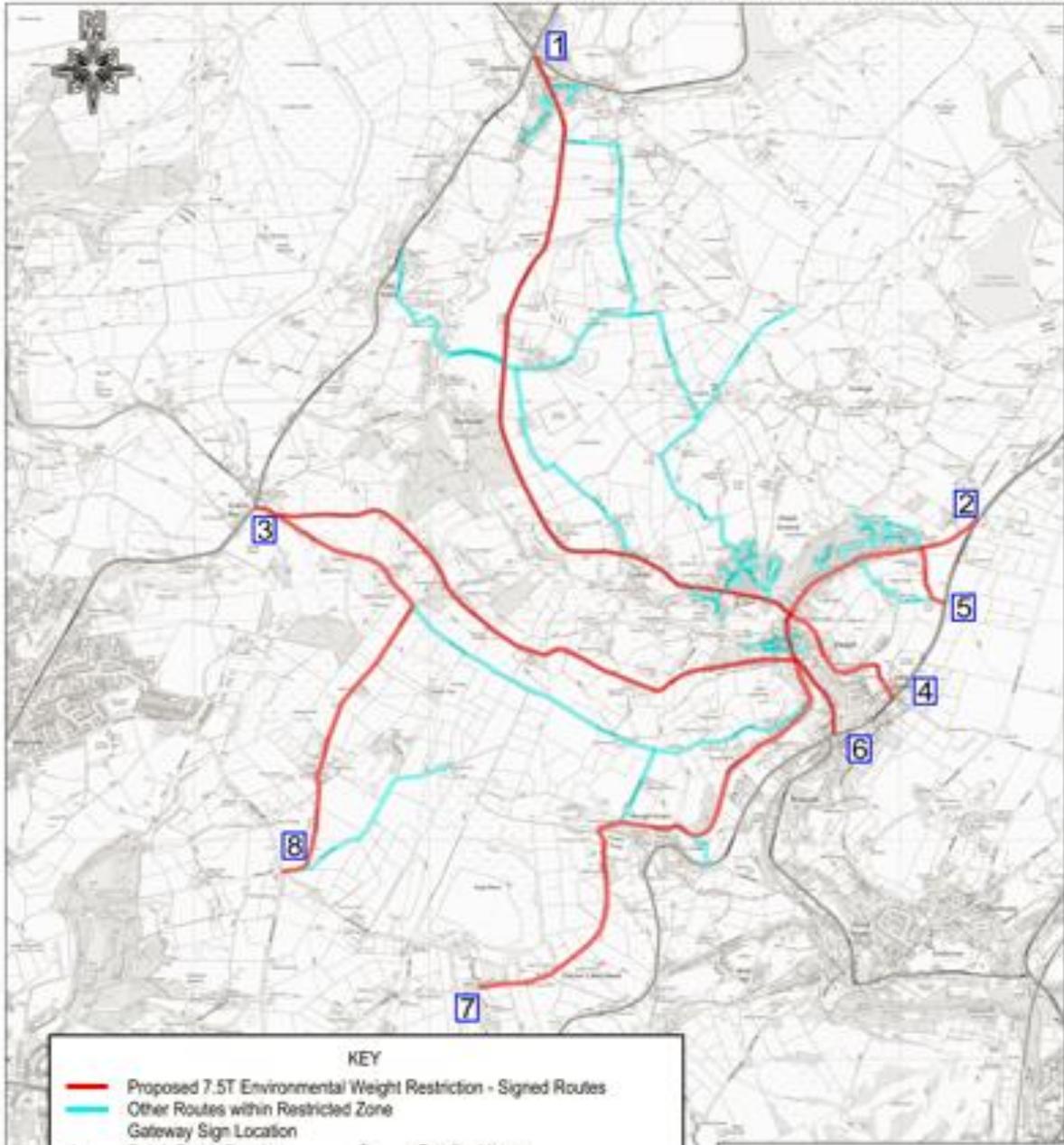
Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No

Background Papers under Section 100D of the Local Government Act 1972

Report author sign-off	Andy Cowell
Role	Traffic Engineer
Date of sign-off	19 November 2024

Approval	
Officer approval sign-off	
Role	Director of Environment
Date of sign-off	05 December 2024

Cabinet Member sign-off	
Role	Cabinet Member for Don't Trash Oldham
Date of sign-off	20 December 2024



KEY	
—	Proposed 7.5T Environmental Weight Restriction - Signed Routes
—	Other Routes within Restricted Zone
	Gateway Sign Location
1 -	Delph Road, Denshaw
2 -	Delph Lane
3 -	Grains Road, Grains Bar
4 -	Rumbles Lane
5 -	Sandbed Lane
6 -	The Sound
7 -	Thurston Clough Road, Scouthead
8 -	Shiloh Lane, Strinesdale

Rev	Revision details	By	CHK	App	Date

 Oldham Council	Client	Oldham MBC		Deiph Area, Oldham
	Project	Proposed 7.5 T Environmental Weight Restriction Zone		
Place and Economic Growth HIGHWAYS & ENGINEERING <small>Oldham Council Offices, Sandbed Shopping Centre, George Street, Oldham OL1 1SD</small>	Drawn by	RW	Date 04/24	Purpose of Issue Information
	Checked by	AC	Date 04/24	Scale at All size
	Approved by			Date
drawing No.				47/A4/1726/1