

Delegated Decision Report

Decision below £250k



Subject:	Dobcross - Traffic Calming and 20mph Zone
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Don't Trash Oldham, Councilor C Goodwin
Decision date:	14 January 2025
Report author:	Ian Whitehead
Ward (s):	Saddleworth North

Reason for decision

The purpose of this report is to consider the implementation of traffic calming measures and a permanent 20mph speed limit around the village of Dobcross.

On 31st March 2021, a Temporary 20mph scheme was introduced around the village of Dobcross to reduce the speed of vehicles traveling through the village. The purpose of this scheme is to make the 20mph scheme permanent and to introduce traffic calming to compliment the 20mph speed limit and make the limit self-enforcing in accordance with DFT recommendations by introducing traffic calming features.

Recommendation(s)

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

Background

The purpose of this report is to consider the implementation of traffic calming measures and a permanent 20mph speed limit around the village of Dobcross.

On 31 March 2021, a 20mph scheme was introduced around the village of Dobcross to reduce the speed of vehicles traveling through the village. The purpose of this scheme is to introduce traffic calming to compliment the 20mph speed limit and to make the limit self-enforcing in accordance with DFT recommendations.

It is proposed to introduce 7.6m long speed tables on each of the entrances to the 20mph Zone. These features will be located on Sugar Lane, Dobcross New Road and Delph New Road. In addition, it is proposed to introduce entrance features which include dragons teeth markings and SLOW text at each of the entry locations as well as Wall Hill Road and Platt Lane

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

No alternative options have been considered.

Consultation (include any conflict of interest declared by relevant Cabinet Member consulted)

The Ward Members have been consulted and Councilor G Harkness has commented, I strongly support the making of the 20mph scheme permanent and pending the consultation I would support the calming measures suggested.

Councillor P Byrne supports the proposal.

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 the only comment I would wish to make regarding the scheme is to ensure that the traffic calming measures are bus friendly.

Response from Traffic Team – We have chosen to use the longer tables throughout the scheme to try and accommodate your services and the Emergency Services.

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 permanent 20mph speed limit around the village of Dobcross will improve safety for road users. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications and that the temporary scheme has been in operation in since 2020.

(Vicki Gallagher, Head of Insurance and Information Governance)

Implications

Financial	<u>Service Comments</u> The cost to implement traffic calming measures and a permanent 20mph speed limit in Dobcross will be circa £57k and will be both revenue and capital expenditure.																				
	<table border="1"><tr><td>Revenue</td><td>£</td></tr><tr><td>Advertising of Order</td><td>2,000</td></tr><tr><td>Total Revenue</td><td>2,000</td></tr><tr><td></td><td></td></tr><tr><td>Capital</td><td>£</td></tr><tr><td>Consultation</td><td>1,000</td></tr><tr><td>Design/Supervision</td><td>17,500</td></tr><tr><td>Main Works</td><td>60,069</td></tr><tr><td>Total Capital</td><td>78,569</td></tr><tr><td>Total</td><td>80,569</td></tr></table>	Revenue	£	Advertising of Order	2,000	Total Revenue	2,000			Capital	£	Consultation	1,000	Design/Supervision	17,500	Main Works	60,069	Total Capital	78,569	Total	80,569
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	<p><u>Capital Comments</u> The proposed scheme represents capital expenditure and will be a charge against the Place and Economic Growth - Transport capital programme.</p> <p>Provision exists within the capital programme against which this scheme will be a charge.</p> <p>The scheme will be fully funded by Highways Maintenance grant. (Jit Kara – Senior Accountant)</p> <p><u>Revenue Comments</u> The cost to advertise the proposed scheme will be £2k and will be revenue expenditure.</p> <p>This will be funded from the TRO budget within the Highways Service. (John Edisbury)</p>
<p>Legal</p>	<p>In relation to the proposed 20 mph speed limits, 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.</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 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.</p>

	In relation to the proposed traffic calming measures, 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. (A Evans)
Equality impact including implications for Children and Young People	None
Co-operative	The proposals set out in this report aim to reduce speeding and improve the safety for pedestrians and vehicles in Dobcross. Improving safety and perceptions of safety is important to residents and is thereby in line with our cooperative agenda. (James Mulvaney, Policy Manager)
Procurement	There are no immediate procurement implications for the 'acceptance' of the introduction of a traffic calming zone. However, in order to determine the appropriate solution and implement this, it is expected there will be requirements to procure goods, works and/or services from external sources. Anything requiring procurement will be subject to the rules laid out in Council CPRs and if applicable, the Public Contracts Regulations 2015. Therefore, early engagement with the Commercial Procurement Unit is required in order to ensure procurement compliance and to ensure the most cost effective solutions are purchased demonstrating value for money. Jasmin Banks-Lee, Head of Commercial Procurement Unit

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

Schedule 1

Preformed Traffic Calming Tables 7.6m Long /150mm high

Item No	Length of Road	Location
1	Sugar Lane	129m northeast of the building line of Sugar Lane
2	Dobcross New Road	18m east of the building line of No 28 Dobcross new Road
3	Delph New Road	On the building line of Nos 11 / 15 Delph New Road
4		Outside No 19 Delph New Road
5		30m South of the building line of No 17 Tamewater Court
6		Outside No 22 The Mill, Delph New Road

Schedule 2

Extents of the proposed Dobcross 20mph Zone

Platt Lane - from a point 20metres North of its junction with Barnmeadow to its junction with Woods Lane;

Bar Meadow – for its entire length;

Sandy Lane – from its junction with Platt Lane to a point 140 metres Northeast of its Southgate;

Southgate – for its entire length;

Sugar Lane – from its junction with Woods Lane/Platt Lane to a point 305 metres for its junction with A670 Wool Road;

Woods Lane – for its entire length;

Nudger Green – for its entire length;

Nudger Close – for its entire length;

Treetops Close – for its entire length;

Dobcross New Road – from a point 230 metres East of its junction with Woods Lane to its junction with Delph New Road;

Riverbank – for its entire length;

Streethouse Lane – from its junction with Delph New Road/Wall Hill Road for a distance of 65 metres;

Wall Hill Road – from its junction with Delph New Road/Dobcross New Road for a distance of 450 metres.

Delph New Road – from its junction with Dobcross New Road for a distance of 355 metres.

Report author sign-off	Ian Whitehead
Role	Traffic Engineer
Date of sign-off	14 January 2025

Approval	
Officer approval sign-off	Nasir Dad 
Role	Director of Environment
Date of sign-off	15 January 2025

