

# Delegated Decision Report

Decision below £250k



<b>Subject:</b>	Delph Road, Denshaw - Safety Scheme
<b>Decision maker: Senior Officer</b>	Nasir Dad, Director of Environment
<b>Decision maker: Cabinet Member</b>	Councillor C Goodwin, Portfolio holder for Don't Trash Oldham,
<b>Decision date:</b>	5 February 2025
<b>Report author:</b>	Ian Whitehead, Engineer
<b>Ward (s):</b>	Saddleworth North

## Reason for decision

The purpose of this report is to consider the implementation of road safety measures and a permanent 40mph speed limit on Delph Road, between the villages of Delph and Denshaw.

It is proposed to reduce the speed of vehicles to 40mph along the road with specific measures introduced at the junction of Slackcote Lane / Tame Lane, including new road markings at the junction and vehicle activated signs to inform of vehicles on the side road.

The proposal also includes removal of trees and foliage in the area south of Slackcote Lane and the introduction of a mirror, opposite, to aid visibility when exiting Slackcote Lane.

## Recommendation(s)

It is recommended that the proposals contained within this report are supported and the proposed speed reduction be introduced.

## Background

Delph Road / Denshaw Road is currently a 50mph single carriageway road with various dips and crests and some blind junctions. Following the approval of the planning application for the Childrens Nursery on Slackcote Lane, funding has been secured to improve safety at Slackcote Lane and Delph Road.

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

No alternative options have been considered.

## Consultation

The Ward Members have been consulted and Councillor P Byrne and Councillor G Harkness fully support the proposal.

Councillor L Lancaster, I concur with my Ward colleague – this proposed road safety scheme enjoys my support. Following regular correspondence with Ian, Alister and other Highways Officers in recent years, I am very pleased to see it finally come to fruition, and thank them for their efforts in designing the draft scheme

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**

None

**Implications**

Financial	20204/2025 ITB Capital Work Funded (M1402)	
	<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	38,792
	<b>Total Capital</b>	<b>59,292</b>
	<b>Total</b>	<b>61,292</b>
<p>The proposed works will be charged against the 2024/25 Transport Capital Programme and will be fully financed through City Region Sustainable Transport Settlements (CRSTS) grant funding.</p> <p>The works will be fully defrayed in 2024/25.</p> <p>Leannie Wharton-Brown</p>		

Legal	<p>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. (A Evans)</p>
Equality impact including implications for Children and Young People	None
Co-operative	NA. (James Mulvaney, Policy Manager)
Procurement	<p>There are no procurement implications for the approval of implementation of road safety measures and a permanent 40mph speed limit on Delph Road between the villages of Delph and Denshaw. However, any works or services associated with implementing are subject to the procurement requirements set out in the Council's CPRs. Any requirement over £10k requires a minimum of 3 written quotes with a focus on local/SME inclusion. As the works are likely to exceed £30k including VAT, this would require consultation with the Commercial Procurement Unit to ensure the Council meets its public procurement obligations including the mandatory requirement to advertise publicly at this value, unless it is lawful to not do so. These thresholds are total costs and not annual.</p> <p>Jasmin Banks-Lee, Head of Commercial Procurement Unit</p>

## Delph Road 40mph Speed Limit Order

Roads subject to a 40mph Speed Limit

### Schedule 1

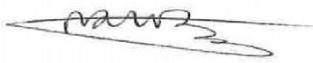
Delph Road – From a point 173m south of the junction of Wham Lane to Denshaw Road

Denshaw Road – From its junction with Delph Road to a point 17.5m west of the access to Lynthwaite House

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	Ian Whitehead
Role	Traffic Engineer
Date of sign-off	5 February 2025

<b>Approval</b>	
Officer approval sign-off	 Nasir Dad
Role	Director of Environment
Date of sign-off	09 Feb 2025



