

# Delegated Decision Report

Decision below £250k



<b>Subject:</b>	Proposed Active Travel Fund (ATF) Crossing Order – Church Road, Shaw
<b>Decision maker: Senior Officer</b>	Nasir Dad, Director of Environment
<b>Decision maker: Cabinet Member</b>	Councillor C Goodwin, Portfolio Holder Don't Trash Oldham,
<b>Decision date:</b>	4 April 2025
<b>Report author:</b>	Shahed Chaudhary, Engineer
<b>Ward (s):</b>	Shaw and Crompton

## Reason for decision

This report seeks delegated approval for the introduction of a crossing location and permanent closure of the road between Church Road and The Avenue in line with the schedule and drawing at the end of this report.

## Recommendation

It is recommended that the Active Travel Fund Church Road Crossing is approved and implemented, in accordance with the drawings and schedules at the end of this report.

## Background

Church Road is an unclassified road with footway provision to both sides and is subject to a 30mph speed limit and has system of street lighting. The road is situated between the junction of the A663 Big Lamp Roundabout and B614 Rochdale Road. Along this road, there are no dedicated crossing points for users.

This scheme has come about as a result of resident and Councillor concerns regarding difficulties faced by residents who are trying to cross Church Road / Chamber Road due to a lack of any dedicated facilities.

The proposal is to construct, south of the junction of the Avenue and Church Road, a toucan crossing for cyclists and pedestrians, across Church Road. The aim of the works is to allow users to safely cross the road. Due to the width of the road, the footway is to be widened to give users an area to cross from. This will be completed through Prohibition of Driving Order with an Exemption for Cyclists. This allows for a crossing area for both cyclists and pedestrians moving across the carriageway without interface with vehicular traffic, creating an area for cyclists to directly move from the crossing towards the Avenue.

## **Alternative option to be considered**

Option 1 – Accept the proposal.

Option 2 - Do not accept the proposal and accept the continued risk to pedestrians and cyclists crossing Church Road / Chamber Road in addition to the speeding of motor vehicles along Church Road / Chamber Road.

## **Consultation**

There was, during 2023, a design for a parallel zebra crossing. This was followed by an informal public consultation. The consultation informed The Council of the need to slow down the traffic by means of a “push button” operated pedestrian crossing and also to increase the safety for those crossing Chamber Road. This resulted in the then design being replaced by a new design for a “push button” Toucan crossing which satisfies the concerns of the residents and Ward Members.

The Ward Members have been consulted and Councillor H Sykes has commented, I am very happy to support this proposal for more than 30 years I have been concerned about the speed of traffic and the safety of pedestrians and pressing for something to be done. I was also involved some years earlier in the scheme that has been abandoned for this one. Hopefully, this can be programmed quickly once approved and installed as soon as possible.

Councillor L Hamblett fully supports the proposal, this will be greatly welcomed and much needed.

Councillor M Hince fully supports this proposal.

Councillor L Navesey supports the proposal.

Councillor D Murphy has commented, although in principle I do support option 1 – however, I would like to see Church Road, where the proposal is, closed off temporarily to see the effect of the permanent road closure.

Councillor D Murphy has confirmed with reference to the proposal on Church Road below - in principle subject to the trial closure of the road entering The Avenue, I am in support of this safety scheme.

## **Response to Councillor Comment**

Discussions have taken place with TfGM regarding extending the ATF2 funding into the next financial year for a while.

For the crossing to go ahead your support for the permanent Crossing Order we're applying for would be much appreciated. I understand your request for a trial of the proposed layout. We can do this through an Experimental Traffic Order (ETRO). This can be arranged relatively quickly. However, we need to progress this permanent Crossing Order in parallel while getting the ETRO.

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 scheme is dependent on Oldham Council securing ATF2 Funding

## Implications

Financial	The cost of introducing the Order is shown below:	
	Notice of Intent	£ 500
	Full Scheme Costs	£ 167,080
	Total Costs	£ 167,580
	Annual Maintenance	£ n/a
	The proposed scheme is capital and will be charged against the Transport Capital Programme. The works will be fully grant funded and defrayed by 31 March 2025. A capital cost centre has already been set up on M1291.	
	Leonnie Wharton-Brown	
Legal	In relation to the prohibition of driving proposals, 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.	
	Under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings for pedestrians on roads for	

	<p>which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police and give public notice of the proposal.</p> <p>In addition to the above, under section 122 of the Act, 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	The proposals set out in this report aim to improve the safety for pedestrians and cyclists. Improving safety and perceptions of safety is important to residents and is thereby in line with our cooperative agenda. (James Mulvaney, Policy Manager)
Procurement	<p>There are no procurement implications in 'considering' the proposal or determining the budget to be used. However, it is noted there is expenditure associated with carrying out the works needed to introduce a crossing location. Any purchasing of goods, works or services needs to comply with Council CPRs and the Public Contracts Regulations 2015 (or Procurement Act 2023 post 24 February 2025), and the Commercial Procurement Unit are required to be engaged in procurement exercises over the CPR threshold indicated of £29,999. Legal should also be engaged to ensure an appropriate contracts for goods, works or services is in place prior to the commencement.</p> <p>Jasmin Banks-Lee, Head of Commercial Procurement Unit</p>

## Schedule

### Introduce a Toucan Crossing

Road	Description
Church Road, Shaw	The central point of the crossing located at a point 12 m South of its junction with Farrow Street. The total length of the controlled area being 9 m


### Introduce a Prohibition of Driving Order with an Exemption for Cyclists

Road	Description
The North Westerly Spur of Church Road, Shaw	From its junction with The Avenue to its junction with Chamber Road, Shaw

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	Shahed Chaudhary
Role	Senior Engineer, Highways
Date of sign-off	26 March 2025

Approval	
Officer approval sign-off	 Nasir Dad
Role	Director of Environment
Date of sign-off	4 April 2025

