

Delegated Decision Report

Decision below £250k



Subject:	A670 Uppermill, Phase 2 - 20mph Zone and Pedestrian Crossing Upgrades
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Cllr C Goodwin, Cabinet Member for Highways & Transport
Decision date:	20 June 2025
Report author:	Ian Whitehead, Traffic Engineer
Ward (s):	Saddleworth North / South

Reason for decision

The purpose of this report is to consider the implementation of a permanent 20mph speed limit on the A670 in Uppermill; the upgrade of the two existing pedestrian crossings on High Street and the introduction of one new pedestrian crossing on a raised table outside Saddleworth Museum.

Recommendation(s)

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

Background

A 20mph scheme was introduced through Uppermill during covid which has been well received and residents and Councillors have requested that this is made permanent. A previous proposal to this scheme was objected to by the community and therefore a less restrictive scheme has been proposed following discussions with local Councillors and residents.

Alternative option(s) to be considered

None

Consultation

The Ward Members have been consulted and Councillor H Bishop supports the proposal.

G.M.P. View - The Chief Constable has been consulted and supports this proposal.

T.f.G.M. View - The Director General has been consulted and supports 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 20mph speed limit and additional pedestrian crossing facilities on 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. However, these can be mitigated by effective communications, the publication notice and review of any objections received before carrying out the works.

Implications

Financial	<p>The cost to implement traffic calming measures and a permanent 20mph speed limit on the A670 in Uppermill is estimated to cost £56,632.</p> <table border="1" data-bbox="581 747 1019 949"> <tr> <td>Advertising of Order</td><td>2,000</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>36,132</td></tr> <tr> <td>Total</td><td>56,632</td></tr> </table> <p>The proposed works are capital and will be fully funded from the Traffic calming of 20mph, Uppermill, Dobcross scheme (M1333) within the existing Transport Capital Programme, using the LTP Highway Maintenance Grant.</p> <p>Leonnice Wharton-Brown, Senior Accountant</p>	Advertising of Order	2,000	Consultation	1,000	Design/Supervision	17,500	Main Works	36,132	Total	56,632
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Legal	<p>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.</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</p>										

	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. (Alan Evans)
Equality impact including implications for Children and Young People	None
Procurement	<p>There are no direct procurement implications for the request to consider the implementation of a permanent 20mph speed limit on the A670 in Uppermill, the upgrade of the two existing pedestrian crossings on High Street and the introduction of one new pedestrian crossing on a raised table outside Saddleworth Museum. However, if the request is approved it is expected that in order to deliver these solutions, the purchase of goods or services may be necessary. Any such purchases should be conducted in accordance with Council Contract Procedure Rules, Public Contracts Regulations 2015 or the Procurement Act 23 (as applicable). CPU should be consulted for any potential purchases over the value of £30k including VAT to ensure that the Council meets it's mandatory obligations under PA23 for notifiable below-threshold procurements.</p> <p>Jasmin Banks-Lee, Interim Head of Commercial Procurement Unit</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

Proposed 8.2m long kerb to kerb speed table with new Zebra Crossing

Item No	Length of Road	Location
1	A670 High Street	Outside no 23

Schedule 2

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 45 metres in a south easterly direction

There are no background papers for this report

Report author sign-off	Ian Whitehead
Role	Traffic Engineer
Date of sign-off	20 June 2025

Approval	
Officer approval sign-off	 Nasir Dad
Role	Director of Environment
Date of sign-off	27/06/25

