

# Delegated Decision Report

Decision below £250k



<b>Subject:</b>	Butterworth Lane Area – Traffic Calming and 20mph Zone
<b>Decision maker: Senior Officer</b>	Nasir Dad, Director of Environment
<b>Decision maker: Cabinet Member</b>	Cllr C Goodwin, Portfolio Holder, Transport and Highways
<b>Decision date:</b>	18 September 2025
<b>Report author:</b>	Ian Whitehead, Engineer
<b>Ward (s):</b>	Chadderton South

### Reason for decision

Oldham Borough Council is looking to promote the introduction of 20mph speed limits in residential areas and around schools throughout the Borough. The Butterworth Lane 20mph Zone has been identified as a priority site due to the fact that it is used as a short cut between Broadway and Hollinwood Avenue, there’s also a school, Whitegate End Primary, located on the route, and it is proposed to install new ‘keep clear’ markings and school signage.

The purpose of this report is to consider the implementation of traffic calming measures and a permanent 20mph speed limit on Butterworth Lane and the surrounding roads.

### Recommendation(s)

It is recommended that the reduced speed limits and supporting traffic calming measures shown in the plan and scheduled at the end of this report are approved.

### Background

The Butterworth Lane 20mph Zone has been identified as a priority site due to the fact that it is used as a short cut between Broadway and Hollinwood Avenue; there’s also a school, Whitegate End Primary, located on the route, and it is proposed to install new keep clear markings and school signage outside.

If approved, the proposal would improve safety and access along Butterworth Lane and the surrounding areas.

### Alternative option(s) to be considered

No alternative options have been considered

### Consultation

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

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

T.f.G.M. View - The Director General has been consulted and on behalf of the Bus Team there are no comments I wish to make.

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 reduced speed limit and traffic calming features will improve safety for road users and improve access along the road. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals. Residents adjacent to the traffic calming measures may raise objections. These have been designed to provide the most suitable form of traffic calming to assist in reducing speeds and acknowledging the use of larger vehicles.

Any comments received will be reviewed and reported back to the next council committee before any measures are implemented.

### Implications

<p>Financial</p>	<p>The Council was awarded £382,000 CRSTS funding for 2025/26, which has been allocated to introducing 20mph speed limits in a number of residential areas, Butterworth Lane being one of these areas.</p> <p>The cost of introducing the order is show below from capital code M1445:</p> <table border="1" data-bbox="688 1184 1390 1360"> <thead> <tr> <th></th> <th>£</th> </tr> </thead> <tbody> <tr> <td>Advertisement of Order</td> <td>2,000</td> </tr> <tr> <td>Introduction of Road Markings and Signs</td> <td>5,000</td> </tr> <tr> <td>Speed Cushions and tables</td> <td>25,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>32,000</b></td> </tr> </tbody> </table> <p>The works are fully grant funded and will be fully defrayed in 2025/26.</p> <p>Leonie Wharton-Brown, Senior Accountant</p>		£	Advertisement of Order	2,000	Introduction of Road Markings and Signs	5,000	Speed Cushions and tables	25,000	<b>TOTAL</b>	<b>32,000</b>
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<p>Legal</p>	<p>In relation to the proposed speed cushions and tables, 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.</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</p>										

	<p>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
Procurement	<p>The approval of traffic calming measures has no procurement implications However, any works associated with delivering the traffic calming measures will be subject to CPRs and Public Procurement Rules. Any one requirement exceeding £10k will require the appropriate competitive process as detailed in CPRs and any requirement over £30k will require the input of the Commercial Procurement Unit. Figures quotes should include VAT.</p> <p>Jasmin Banks-Lee, 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 Traffic Calming locations

Road	Feature	Location
Butterworth Lane	Pair of 2m x 1.6m traffic calming cushions	At a point 40m south of the junction with Broadway
Butterworth Lane	Pair of 2m x 1.6m traffic calming cushions	Between Nos 24 and 26
Butterworth Lane	Full width 3.6m flat top hump	Between Nos 36 and 38
Butterworth Lane	Pair of 2m x 1.6m traffic calming cushions	Between Nos 46 and 48
Butterworth Lane	Pair of 2m x 1.6m traffic calming cushions	Between Nos 79 and 81
Butterworth Lane	Pair of 2m x 1.6m traffic calming cushions	At a point 15m south of the junction with Crescent Road
Butterworth Lane	Pair of 2m x 1.6m traffic calming cushions	At a point 15m north of the junction with Holinwood Ave

## Schedule 2

### Proposed 20mph Zone

Butterworth Lane	Full Length
Meadway	Full Length
Chesney Avenue	Full Length
Crescent Road	Full Length
Thorley Close	Full Length
Halsey Close	Full Length

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

Report author sign-off	Ian Whitehead
Role	Traffic Engineer
Date of sign-off	18 September 2025

<b>Approval</b>	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	19.09.25

