

Delegated Decision Report

Decision below £250k



Subject:	Cooper Street, Springhead – Traffic Calming and 20mph Zone
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Cllr C Goodwin, Portfolio Holder, Highways & Transport
Decision date:	27 October 2025
Report author:	Ian Whitehead, Engineer
Ward (s):	Saddleworth West and Lees

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 of Oldham. The Cooper Street 20mph Zone has been identified as a priority site.

The purpose of this report is to consider the implementation of traffic calming measures and a permanent 20mph speed limit on Cooper Street and the surrounding residential streets.

Recommendation(s)

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

Background

Cooper Street has two schools and a Nursery along its length and the area suffers with high vehicular numbers during peak hours and is used as a “rat run” between the A62 and the A669. This coupled with the high pedestrian numbers associated with the schools has made this area a priority site. An Automatic Traffic Count (ATC) to establish “before” speeds and flows so that the effectiveness on the scheme should it be implemented can be measured. The recorded data is summarised below:

Location	85%ile speed	Average weekday flow
Near Knowsley Junior School	31.2mph	4087
Near Springhead Community Infant and Nursery School	29.8mph	3159

If approved, the proposal would improve safety and access along Cooper Street 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 M Kenyon stated that, reducing traffic speed outside peoples' homes is a top priority for the people who live in Grotton, Springhead and Lees. Hence it's one of my top priorities too. This scheme delivers on those priorities and I am very supportive of the plans developed by Highways in consultation with Ward Councillors and the people who live in Springhead.

Councillor S Al-Hamdani stated that, I am completely in favour of reducing speed limits around the schools, and in the nearby narrow residential streets. I particularly support the inclusion of several streets which had not been included in previous 20mph zones, but which make extreme sense to include.

I note that there has been no success in establishing a School Streets scheme in the vicinity of the two schools on Cooper Street, and should this traffic calming scheme be implemented, I hope that there can be assessments made of the need and viability for School Streets once the scheme is settled in, with appropriate engagement with the schools. Similarly, should there be any future options to look at the possibilities for a one way system at Lower Turf Lane, which was not previously successful, this would also be welcome.

In principle, I am more in favour of speed enforcement measures such as chicanes – particularly the type of scheme which was implemented at the A6050 (Stockport Road) in Lydgate, where it was complemented by cobbles – but I understand that the assessment has been made by officers that speed cushions are the most appropriate and viable option, and the need to reduce speeds to ensure children's safety, in line with the overwhelming public support for a scheme – as evidenced by the previous petition in favour of traffic calming on Cooper Street, and the massive support indicated by the current consultation – means that I support this scheme.

Overall, I would like to offer my strong support for this very welcome, and long-awaited approach to improve road safety, particularly around the schools and nursery.

Councillor A Marland stated that, I am in support of this proposal as it will be beneficial to enforce a reduction in speed on Cooper Street and surrounding roads. This is particularly important for the two schools and the nursery on Cooper Street as many pedestrians are children and parents so a safe walking route and crossing place is vital. Many residents who live in and around the proposed 20mph zone have asked for something to be done to reduce speeding where they live, they are fed up of racing cars speeding around their streets and this will address this. My only concern is the lack of a pavement on Den Lane but the Engineer has advised that due to the rural nature of the road and the width of the carriageway they are unable to provide an advisory footpath around this location. There will be more visual safety markings included on Den Lane in this scheme which is positive.

Local residents have been consulted and of the 58 responses received 56 were in favour, 1 resident objected to one being outside the house and 1 resident had no interest.

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

Financial	<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, Cooper Street being one of these areas.</p> <p>The cost of introducing the Order is show below from capital code M1445:</p> <table><tr><td></td><td>£</td></tr><tr><td>Advertisement of Order</td><td>3,000</td></tr><tr><td>Introduction of Road Markings and Signs</td><td>10,000</td></tr><tr><td>Speed Cushions and tables</td><td>35,000</td></tr><tr><td>TOTAL</td><td>48,000</td></tr></table> <p>The works are fully grant funded and will be fully defrayed in 2025/26.</p> <p>Leonnie Wharton-Brown, Senior Accountant</p>		£	Advertisement of Order	3,000	Introduction of Road Markings and Signs	10,000	Speed Cushions and tables	35,000	TOTAL	48,000
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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 relation to the proposed traffic calming features, 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 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>In line with the Council's Contract Procedure Rules (CPRs) rule 4.1 - where an existing contract, framework or in-house service is available to meet the Council's specific procurement requirements and offers value for money it should be used unless there is particular circumstances which justify an alternative route to market.</p> <p>If Rule 4.1 does not apply, for the financial value stated above the Commercial Procurement Unit must assess the requirement between £30,000 and £99,999 in line with the options outlined in rule 5.3. (Darren Judge)</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
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	On the building line between 240 and 242 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	On the building line between 228 and 230 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	At a point 5m south west of the junction with Stoneleigh Road
Cooper Street	7m long kerb to kerb table	At a point 64m south west of the junction with Stoneleigh Road
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	At a point 26.7m north east of the junction with Mayfield Avenue
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	Outside No 75 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	Outside No 71 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	At a point 5m north of the junction with Wainwright Close
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	At a point 7.5m north of the building line of No 128 Cooper Street
Cooper Street	7m long kerb to kerb table	At a point 35.8m north of the junction with Old Croft
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	At a point 7.6m south of the junction with Old Croft
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	Outside No 122 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	Outside No 102 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	Outside No 57 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	On the building line between Nos 31 and 33 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	On the building line between Nos 36 and 38 Cooper Street
Cooper Street	Pair of 2m x 1.6m Traffic Calming Cushions	On the building line between Nos 20 and 22 Cooper Street

Schedule 2

Proposed 20mph Zone

Road	Extents
Cooper Street	Full Length
Knowsley Avenue	Full Length
Knowsley Terrace	Full Length
Knowsley Drive	Full Length
Knowsley Green	Full Length
Stoneleigh Road	Full Length
Mayfield Avenue	Full Length

Rivington Road	Full Length
Belmont Avenue	Full Length
Mayfield Avenue	Full Length
Summerseat Close	Full Length
Heywood Fold Road	Full Length
Holcombe Close	Full Length
Tottington Avenue	Full Length
Davids Lane	Full Length
Dovecote Lane	Full Length
Ash Grove	Full Length
Crossbank Ave	Full Length
Vicarage Close	Full Length
Link Road	Full Length
Taylor Green Way	Full Length
Stamford Road	Full Length
St Johns Close	Full Length
Hey Crescent	Full Length
Den Lane	Full Length
Peels Avenue	Full Length
Lathom Hall Avenue	Full Length
Carr House Road	Full Length
The Rise	Full Length
Den Hill Drive	Full Length
Claytons Close	Full Length
Ashfield Crescent	Full Length
Ashdene Close	Full Length
Bateson Drive	Full Length
Fern Close	Full Length
Bracken Close	Full Length
Ashes Lane	Full Length
Bridge Street	Full Length
Bridgefield Crescent	Full Length
Station Street	Full Length
Wainwright Close	Full Length
Old Croft	Full Length
Dellhide Close	Full Length
Leadale Rise	Full Length
Walkers Lane	Full Length
Gordon Street	Full Length
Cross Street	Full Length
Stanley Street	Full Length
Hillspring Road	Full Length
Astbury Close	Full Length
Hollins Street	Full Length
Helsby Close	Full Length
Beechfield 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	9 October 2025

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	27/10/25



