

Delegated Decision Report

Decision below £250k



Subject:	Alder Road, Failsworth – 20mph Speed Reduction Scheme
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Cllr C Goodwin, Cabinet Member, Transport and Highways
Decision date:	27 October 2025
Report author:	Ian Whitehead, Engineer
Ward (s):	Failsworth West

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 Alder Road 20mph Zone has been identified as a priority site due to its residential nature and high traffic volumes.

The purpose of this report is to consider the implementation of a permanent 20mph speed limit on Alder Road and the surrounding residential streets.

Recommendation(s)

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

Background

Alder Road suffers with high vehicular numbers during peak hours and is used as a “rat run” between Lord Lane and Ashton Road East. This coupled with the high pedestrian numbers associated with Failsworth School on Brierley Avenue has made this area a priority site.

If approved, the proposal would improve safety and access along Alder Road 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 P Davis stated that, absolutely for exactly what I asked for, it will help to bring the speed down on this busy road.

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 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 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.

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, Alder Road 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="688 993 1390 1136"> <thead> <tr> <th></th> <th>£</th> </tr> </thead> <tbody> <tr> <td>Advertisement of Order</td> <td>4,000</td> </tr> <tr> <td>Introduction of Road Markings and Signs</td> <td>20,000</td> </tr> <tr> <td>TOTAL</td> <td>£24,000</td> </tr> </tbody> </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	4,000	Introduction of Road Markings and Signs	20,000	TOTAL	£24,000
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<p>Legal</p>	<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</p>								

	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)
Equality impact including implications for Children and Young People	None
Procurement	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 are particular circumstances which justify an alternative route to market. If Rule 4.1 does not apply, then for the financial value stated above this would require a minimum of three written Quotation(s) between £10,000 and £29,999 in line with rule 5.2. (Darren Judge)

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 20mph Zone

Road	Extents
Hibbert Crescent	For its entire length
Nursery Road	For its entire length
Paulden Drive	For its entire length
Clough Road	For its entire length
Beswick Drive	For its entire length
Wiltshire Road	For its entire length
Alder Road	For its entire length
Lincoln Road	For its entire length
Shropshire Road	For its entire length

Leicester Road	For its entire length
Nottingham Drive	For its entire length
Warwick Road	For its entire length
Stafford Road	For its entire length
Birch Avenue	For its entire length
Shawhead Drive	For its entire length
Plane Road	For its entire length
Rowan Close	For its entire length
Larch Close	For its entire length
Cedar Road	For its entire length
Rings Close	For its entire 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

