

Highway Regulation Committee

Objection to Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle.

Portfolio Holder:
N/A

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mark Woodhead, Traffic Engineer

24 September 2026

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of 20mph speed limits and traffic calming measures.

Recommendation

It is recommended that Option 1 be approved by the Committee and installed on site.

Objection to Proposed Speed Limit and Traffic Calming Measures.

1. Background

- 1.1 As part of planning approval to introduce new housing adjacent to Huddersfield Road, Section 278 funding was secured from the developer to introduce the measures advertised.
- 1.2 The extent of the traffic calming measures (speed cushions) and reduced speed limit were approved on the 14th of October 2025, and subsequently, legal notices erected to advertise the proposals. In addition, officers delivered a copy of the legal notices to properties adjacent to the proposed location of traffic calming measures.

A copy of the approved report is provided in Appendix B
- 1.3 During the advertisement period, representations were made objecting to the proposals. Copies of the representations with Officers responses are attached in Appendix B
- 1.4 In summary, objections received highlighted that the speed cushions were an inappropriate measure that would contribute to difficulties with parking, noise from larger vehicles and potential reduction in road safety as motorists attempted to straddle the measures by aligning their vehicles more in the centre of the carriageway. Copies of the representation made are provided within Appendix A

2 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

3 Risk Assessments

These were dealt with in the previous report (refer to Appendix A).

4 Co-operative Implications

These were dealt with in the previous report (refer to Appendix A).

5 Procurement Implications

None

6 **Current Position**

6.1 Objections reported to the Highway Regulation Committee

7 **Options/Alternatives**

7.1 Option 1 – That the speed limit and cushions identified within the original report be implemented.

Option 2 – That the 20mph speed limit be introduced and speed cushions omitted.

Option 3 – Do nothing.

8 **Preferred Option**

8.1 It is recommended that **Option 1** be approved by the committee and installed on site.

9 **Consultation**

9.1 Ward Members have been consulted and Cllr Byrne replied..

I have read the report and all the representations and the wish for 20mph restriction is apparent. You refer time and again about this being part of the Housing Development. I can't recall this being mentioned before or in the Planning application - which I spoke on at length in the chamber at that time.

Perhaps this should be a consideration in Planning. I am an 'on the ground' councillor and respect the views of the residents. However I am not a Traffic Engineer and I respect your knowledge and experience. I hope that any installation of the speed pads will ensure that pot holes are not left on the edge of these as in one in Delph New Road.

I ask the committee to consider my comments. In conclusion I would recommend Option 1.

9.2 **Response to Councillors comment**

The speed cushions that are being installed are prefabricated, which allows for their removal. Any carriageway surface defects adjacent to features will be repaired.

10 **Financial Implications**

10.1 These were dealt with in the previous report (refer to Appendix B).

11 **Legal Implications**

11.1 These were dealt with in the previous report (refer to Appendix B).

12 **Equality Impact, including implications for Children and Young People**

12.1 None, the work is being undertaken to satisfy a planning condition.

13 **Key Decision**

13.2 No

14 **Key Decision Reference**

14.2 N/A

15 **Appendices**

Appendix A - Copy of Representations

Appendix B – Approved Mod Gov Report

Appendix C – Road Safety Audit.

 Signed _____ In consultation with Director of Environment	Dated 18 th August 2026
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APPENDIX A
REPRESENTATIONS

COPY OF REPRESENTATIONS

<u>R1</u>	We wish to object to the proposals for speed humps on Huddersfield Road, Diggle on the grounds that: • The number of parked vehicles slow the traffic and make speed humps unnecessary • The parked vehicles make speed humps difficult to negotiate	These measures are being introduced to satisfy planning conditions associated with new housing development, The cushions will be clearly marked and are designed to be negotiated easily by all vehicles if being driven at appropriate speeds.
	• Speed humps would significantly increase road noise for residents on Huddersfield Road	The cushions are designed to be straddled by large vehicles
	• Speed humps make travel on buses very uncomfortable (there are many buses to and from Saddleworth School as well as normal service buses. Buses already struggle to negotiate parked vehicles; speed humps would increase these difficulties • Should a 20mph speed limit be imposed (we do not consider it necessary because parked vehicles already slow traffic to 20mph or less and, as residents who regularly drive and walk through Diggle, we have not had problems with speeding drivers) we cannot understand why it would finish before the turning onto Sam Rd, where the Primary School and Nursery are situated. Surely that junction is where a speed limit is most appropriate?	TfGM who represent the interest of bus operators have been consulted and raised no concerns The 20mph speed limit and traffic calming features on the Redrow Estate will be introduced by the developer as part of the Section 38 requirements and the access road to the school is unadopted highway at present and will have a 20mph With regards to Sam Road due to the nature of the road and the low volumes of traffic it was felt that additional traffic calming features would not be required and would be outside the scope of funding provided by the development.
	• The new Redrow estate (Nicola Hughes Drive and Clocktower Drive) and the Saddleworth School access road are not listed as being included in the proposed 20mph zone, although all other roads off Huddersfield Road are included (except, of course, Sam Road, where the Primary School and Nursery are actually sited!)	The 20mph speed limit and traffic calming features on the Redrow Estate will be introduced by the developer as part of the Section 38 requirements and the access road to the school is unadopted highway at present and will have a 20mph
	We consider that the main problems with traffic in Diggle are: • Parked vehicles on Huddersfield Road (from the Post Office to Sam Road) obstructing the pavement making it difficult to walk on the pavement and impossible with a baby buggy or wheelchair. This is the main walking route to the Primary School and Nursery and there is no pavement on the opposite side of Huddersfield Road for much of the route	These measures are being introduced to satisfy planning conditions associated with new housing development.
	• The close proximity of the 40mph speed limit on Huddersfield Road to the junction of Sam Road at one end of Diggle and on Standedge Road to the junction	These measures are being introduced to satisfy planning conditions associated with new housing development,

	with Huddersfield Road at the other end of Diggle (the 40mph limit on Standedge Road is so close to the junction that cars pick up that speed limit as the speed limit along Huddersfield Road into Diggle!) Furthermore, there are no measures to slow traffic before these limits change from 40mph to 30mph.	
	We hope you will consider these objections and consider that the money for this scheme would be better spent repairing Huddersfield Road, repairing the pavements in Diggle, which are in a terrible state, moving the 40mph speed limits further out of the village, introducing measures to slow traffic before the 30mph limits start and dealing with vehicles blocking the pavement along Huddersfield Road. • Kind regards • Mr ***** • Mrs *****	
R2	I am writing to formally object to the proposed installation of a speed cushion directly outside my house on Huddersfield Road, as part of the current traffic-calming consultation	
	• My mother-in-law, who also lives at this address, is a disabled Blue Badge holder who needs safe, level access. A speed hump outside our drive would make parking difficult for her and could worsen discomfort due to physical jolting, which is especially problematic given her mobility needs. As a council, you have a duty under the Equality Act to avoid disproportionately disadvantaging disabled people so I urge you to reconsider if not the installation, then at least the placement of the speed cushions	The proposed traffic calming feature is not positioned directly opposite any residents driveway it is felt that the location of this feature is suitable. There is no disabled parking bay outside the property and vehicles can park on the cushions if required. There is scope to move the cushions a further 3m north to allow a vehicle to park between the cushion and the driveway. All cushions will be marked on site and minor relocations will be possible.
	• In addition to the above, it is also a concern that speed humps and cushions are a major problem for emergency vehicles such as ambulances and fire engines. Apart from the major discomfort to ambulance passengers, they also delay response times substantially. This can be as much as 10 seconds per device and considering my mother-in-law and indeed many of my elderly neighbours' circumstances, any delay to treatment from the emergency services could have significant consequences.	All emergency services have been contacted as part of our statutory consultation procedures and no objections or comments have been returned.
	• I am also concerned about additional issues reported widely in similar cases. Evidence submitted to councils demonstrates that speed humps and cushions can increase noise pollution and disturb residents, especially where vehicles must	

	slow down, traverse the hump and accelerate again. This is likely to be directly outside our homes and as this road is a bus route, both locally and for school buses, this noise is likely to be significant.	
	Another important concern is not only the increased road maintenance costs associated with speed humps and cushions, but also the future inconvenience and potential disruption these works may cause to residents. The repeated need for repairs, as the road surface around humps often develops potholes or subsidence within a few years, means that maintenance is both more frequent and more intrusive than usual. This can result in extended periods where access to driveways is restricted, noise and dust from ongoing works, and general disturbance to our daily lives. Furthermore, the process of removing and replacing speed humps during resurfacing brings additional risks of damage to nearby properties, especially those immediately adjacent. These cumulative impacts are rarely acknowledged in decision-making, yet they directly affect the comfort and security of residents like ourselves	The highway authority supports the introduction of these measures and will maintain them as part of the adopted highway.
	There is additional evidence indicating that speed humps and cushions may contribute to structural vibrations affecting adjacent residences. Homeowners in Chingford have expressed similar concerns after reporting vibrations, the appearance of cracks, and disturbances resulting from vehicles traversing recently installed humps. The installation of such a feature could potentially impact our property in a comparable manner.	Speed cushions have been chosen to mitigate the impact of large vehicles.
	I appreciate the council's intention to improve road safety, but I believe placing a speed cushion at this specific location is unsuitable and negatively affects accessibility for a disabled resident, the safety and comfort of our household, and potentially the condition of our property. I therefore request either relocation of the cushion to a position that does not obstruct safe access to my property, or consideration of alternative traffic-calming methods that achieve safety improvements without compromising accessibility or causing unintended harm. Please confirm receipt of this letter by email and advise on the next steps of the consultation	These measures are being introduced to satisfy planning conditions associated with new housing development,

	Yours faithfully	
R3	I am writing to formally object to the proposed installation of speed cushions on Huddersfield Road, Diggle, as outlined in the public notice and associated plans under REF LIM/TO25/25. While I fully support the proposed reduction of the speed limit to 20mph — a sensible and proportionate measure for improving safety — I strongly oppose the installation of speed cushions for the following reasons Formal Objection to Proposed Speed Cushions on Huddersfield Road, Diggle	
	Visual Impact on a Rural Village Diggle is a quiet, picturesque village with a distinctive rural character. Even with only six sets of cushions, the introduction of raised humps, reflective markings, and additional signage will create an urbanised appearance that is entirely out of keeping with the village's aesthetic. The plans show cushions positioned near Moorside, Moor Crescent, Ambrose Crescent, and Lower Wrigley Green. These installations would noticeably disrupt the visual harmony of the village.	These measures are being introduced to satisfy planning conditions associated with new housing development.
	Noise and Disruption to Residents Speed cushions inevitably increase noise from braking, acceleration, and the impact of vehicles travelling over them. In a village with low ambient noise levels, this will be particularly intrusive, especially for residents living close to the roadside	These measures are being introduced to satisfy planning conditions associated with new housing development.
	Impact on Emergency and Service Vehicles Speed cushions can delay emergency response times and cause discomfort for ambulance patients. Given Diggle's rural location, where emergency services already face longer travel times, any additional delay is a serious concern	All emergency services have been contacted as part of our statutory consultation procedures and no objections or comments have been returned
	Damage to Vehicles and Increased Maintenance Costs The proposed cushion dimensions (1.8m wide, 1.6m long, 75mm high) are known to cause wear to suspension systems, tyres, and undercarriages. Residents who use the road daily — including those with older vehicles or agricultural machinery — will face unnecessary maintenance costs.	The cushions are in accordance with national guidance which has been provided following extensive trials and studies by TRL(Transport Research Laboratory), Vehicles that are well maintained and driven at appropriate speeds will not be unduly affected by the cushions.
	Ineffectiveness for Problem Drivers	

	Speed cushions often fail to deter the very drivers they are intended to slow down. Non-compliant motorists typically brake sharply before the cushions and accelerate immediately after, increasing noise and emissions without delivering meaningful safety benefits	Highway officers disagree with this opinion; it is felt that speed cushions are the most appropriate measures to reduce speeds for the majority of motorists using the route.
	Better Alternatives Available There are more suitable traffic-calming measures for a rural village setting, including: - Speed indicator devices - Targeted enforcement - Improved signage - Community-led awareness initiatives These options can reduce speeds effectively while preserving the character and tranquillity of Diggle.	These measures are being introduced to satisfy planning conditions associated with new housing development. On roads of this type which are used by busses and emergency vehicles, the use of speed cushions is well established throughout Greater Manchester and is supported by the DFT as the most appropriate and effective form of traffic calming. All features have been positioned to not impact on access/egress from properties. Speed indicator devices require an electrical connection and regular maintenance and the funding for these proposals is for 1 year only. This scheme will improve the signage through the village helping increase driver awareness of speeds.
	Support for Speed Limit Reduction I fully support the proposed reduction to a 20mph limit. This measure alone, if properly enforced and signposted, is likely to achieve the desired safety outcomes without the need for intrusive physical interventions.	
	Impact on Local Cultural Events Diggle hosts Whit Walks, brass band competitions, and other community events that take place at the same time as those in Uppermill. These traditions are an important part of Saddleworth's cultural identity and rely on safe, unobstructed routes through the village. Speed cushions would create unnecessary obstacles for marching bands, church processions, and large groups of participants, as well as the accompanying support vehicles. It is important that Diggle's long-standing cultural events are protected and not compromised by physical road features that hinder movement and accessibility.	Discussions have been held with the organisers of the brass band competition and no objections were received. With suitable planning, it is not uncommon for parades to be able to negotiate traffic calming features if required.
	In conclusion, I urge the Council to reconsider the proposal for speed cushions and instead pursue alternative, less disruptive measures that support road safety while preserving the appearance, cultural traditions, and peaceful nature of Diggle.	

	Yours faithfully,	
R4	Dear Oldham Highways / FOI Team, As part of long-running objections to over-development in Diggle, I conducted multiple roadside video surveys on Huddersfield Road. Method: fixed-position CCTV at 5 frames per minute, calibrated to a measured road segment, with frame counts used to estimate vehicle speed. These datasets and notes are publicly available on my GitHub. The results showed the great majority of vehicles within the posted limit. Speeds significantly above the limit were predominantly late at night on an empty road or were emergency vehicles on blue lights. I reported these findings at the time to Planning and to Debbie Abrahams MP, including repeated instances of high-speed police vehicles. I requested a signed 20 mph limit as the proportionate measure. That would be respected by Emergency Services in normal operation and exceeded only in emergencies. Instead, the current scheme proposes extensive speed bumps that do not address root-cause issues. Please treat the following as a combined representation and a focused Freedom of Information request about your surveys that underpin the scheme. I am seeking methods, data, and decision criteria. FOI questions about the council's traffic surveys on Huddersfield Road 1. Survey logistics • Exact dates, start and end times, and locations of counters or cameras. • Device types used, configuration, and calibration method. • Lane coverage, directionality, and how parked vehicles or narrowing's were handled. 2. Data handling and filtering	These measures are being introduced to satisfy planning conditions associated with new housing development. During the planning process traffic assessments were submitted for consideration together with various other reports to support the applications. The implementation of this planning condition does include a review of existing speeds or data along Huddersfield Road

- Whether emergency vehicles were detected and excluded when calculating compliance, 85th percentile speed, and mean speed.
- If excluded, by what detection rule. If not excluded, please justify their inclusion for policy decisions.
- Confirmation of how outliers were treated and any smoothing applied.

3. Results required

- Hour-by-hour speed distributions for each survey day.
- 85th percentile, mean, and median speeds, by hour.
- The top 1 percent speeds with timestamps to confirm when the fastest vehicles occurred.
- Vehicle counts by class if available.
- A collision record summary for the last 5 and 10 years for the same links.

4. Decision basis

- The specific threshold or guidance used to justify vertical traffic calming over a signed 20 mph limit and other non-vertical options.
- Any options appraisal comparing cost, effectiveness, noise, maintenance, and cyclist risk for 20 mph signing, vehicle-activated signs, centre-line removal, optical “SLOW” markings, or buildouts.
- Equality Impact Assessment and consideration for disabled residents and people walking in the carriageway where no pavement exists.
- Noise assessment for houses close to the carriageway, including nighttime disturbance and braking/acceleration noise on humps.

5. Consultation process

- The decision timeline, internal sign-off points, and dates letters were printed and delivered.

My specific questions for clarification

- At what times did the fastest vehicles occur. Please provide timestamps.
- Were emergency services journeys on blue lights included in speed statistics. If so, why. If not, how were they removed.

• Did your analysis show a speeding problem during school drop-off and pick-up. My counts showed gridlock at those times, which precludes speeding. Request Given the evidence that typical speeds are compliant and that outliers are mostly emergency vehicles at night, please pause the speed bump scheme and first trial a signed 20 mph limit with low-cost measures. If any vertical feature is considered, limit it to a single location near Moordales away from frontages, subject to a cyclist safety audit and nighttime noise check. I am happy to supply my raw timing sheets and calibration notes and the GitHub link on request. Yours faithfully, • Good afternoon, I would like to object to the number of speed bumps being introduced around Diggle. • The scheme is excessive for the location and scale of risk. • Whit Friday band contests use this route, marching bands and coaches will be impeded and exposed to trip and handling hazards • Vertical bumps make the narrow road more dangerous for cyclists, forcing sudden swerves around parked cars and pinch points • Diggle is quiet at night, bumps will add repeated impact noise from cars, vans and buses • Many houses sit close to the carriageway, amplifying vibration and noise into bedrooms • Cheaper, less invasive measures have not been tried, painted SLOW markings, optical narrowing, vehicle-activated signs	These measures are being introduced to satisfy planning conditions associated with new housing development Discussions have been held with the organisers of the brass band competition and no objections were received. With suitable planning, it is not uncommon for parades to be able to negotiate traffic calming features if required. There is very good forward visibility along this section of Huddersfield Road. A road safety audit of the proposals has been completed and did not raise any concerns The cushions are in accordance with national guidance which has been provided following extensive trials and studies by TRL(Transport Research Laboratory), See above response Measures were considered during the planning process for the housing development.
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• A signed 20 mph limit has not been tested first with enforcement days and monitoring • Uppermill's 20 mph scheme did not rely on widespread speed bumps in sensitive areas, precedent exists for non-vertical calming. • Consultation has been inadequate, the letter dated 14 Jan 2026 was delivered 23 Jan 2026, cutting time to object • The scheme doesn't consider the high rate of pavement parking, lack of pavements, illegal parking, school parking, lack of parking for deliveries, narrow pavements causing pedestrians to step in road, or other issues like lack of parking resources due to the over development of Diggle • There is no pavement on one side the road near the speed bumps, meaning pedestrians, crossing school kids are in danger of swerving vehicles. Regards	Funding from the development is being used to deliver these measures identified as a planning condition. This scheme is funding from the development The measures are not being consulted on, they are part of a planning condition associated with the housing development. The letter drop was undertaken as a courtesy to those properties immediately adjacent to the features, to ensure that they were aware of the proposals and the notices. The letter still provided 23 days for representations. The impact of the housing development was considered during the planning process. The cushions to do prohibit parking There is ample forward visibility and the measures have been subject to a Road Safety Audit.
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APPENDIX B

APPROVED MOD GOV REPORT

RECORD OF INDIVIDUAL EXECUTIVE DECISION MADE BY AN OFFICER

Decision Maker	Decision Type	Date
Director of Environment	Administrative Decision	27 October 2025

Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle

Exempt/Confidential Report		No
Key Decision ¹		No

Decision (s) ²

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.

Reasons for the decision(s)³

To consider the introduction of a 20mph speed limit traffic calming measures along Huddersfield Road, between Standedge Road and Sam Road. The introduction of a 20mph speed limit will also be introduced into adjacent residential streets

It is also proposed to remove a gap in existing parking restrictions adjacent to 104 Huddersfield Road.

Options/Alternatives considered ⁴

Option 1 – To approve the recommendation

Option 2 – Not to approve the recommendation

¹ If the decision is Key Please use Key Decision Template.

² Brief details of the decision should be inserted. This note must set out the substance of the decision, options considered and the reason for deciding on the chosen option, although care must be taken not to disclose any confidential or exempt information. Please include proposed timescales for commencement and / or completion of implementation as appropriate.

³ Reasons for the decision must be given.

⁴ Options must be given.

Conflict of interest declared?

None



(Signature of Director)

Decision made pursuant to:

- a) General delegation under the Council's officer scheme of delegation. Non-contract decisions up to £250k.

Delegated Decision Report

Decision below £250k



Subject:	Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Cllr C Goodwin, Portfolio Holder, Transport and Highways
Decision date:	27 October 2025
Report author:	Mark Woodhead, Engineer
Ward (s):	Saddleworth North

Reason for decision

To consider the introduction of a 20mph speed limit and traffic calming measures along Huddersfield Road between Standedge Road and Sam Road. The introduction of a 20mph speed limit will also be introduced into adjacent residential streets.

It is also proposed to remove a gap in existing parking restrictions adjacent to 104 Huddersfield Road, Diggle.

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

Huddersfield Road in Diggle serves as a key local distributor route, connecting the village to surrounding areas via its junctions with Standedge Road to the west and Sam Road to the east. The route provides essential access for residential properties, local businesses and public transport, while also supporting through traffic between Saddleworth and Oldham.

Officers have reviewed speeds along Huddersfield Road and survey data obtained in April 2025 recorded that whilst the average vehicle speeds over a week varied between 29.7mph and 30.6mph, the 85th percentile of vehicle speeds varied between 40.7mph and 50.1mph. With over 40% of recorded speeds being above the current speed limit.

Redrow Homes are currently constructing additional housing on land to the east of Huddersfield Road. As part of the planning approval for these homes, Section 278 funding to the value of £21,290.06 was secured as a condition of the development. This funding was allocated to introduce traffic calming features and to reduce the speed limit on Huddersfield Road.

Following visits to site during the design development, Officers noted a short section missing waiting restrictions on Huddersfield Road, adjacent to number 104. Officers propose to address this anomaly and amend the existing Traffic Regulation Order.

If approved, the proposal would improve safety and access along Huddersfield Road.

Alternative option(s) to be considered

Option 1 – To approve the recommendation

Option 2 – Not to approve the recommendation

Consultation

The Ward Members have been consulted and Councillor G Harkness stated that, "I am pleased that it has been agreed to extend the 20MPH zones wider within Diggle. I am pleased that there will be consideration for the future on introducing a raised table at the Dorset Avenue/Huddersfield Road junction and a chicane feature near to Sam Road. This would be beneficial.

The speed cushions will not be to everyone's taste but at present is a fair price to pay for reducing the speed of this. If there is not a lot of objection to this then I would support this. If there is quite a lot of objection, then we may need to look at what other options could be considered.

A resident has suggested the use of parking bays to help reduce speed although this might come under other measures separate to this scheme."

Response to Councillors Comment

The use of parking bays will be reviewed along with other measures; the schedules that are progressed to advertising will take into account a review of the position of the cushions and parking restrictions adjacent to 104 Huddersfield Road.

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 stated:- on behalf of the Bus Team the only comment I wish to make is relating to the roadmarkings on Huddersfield Road, southbound approx. adjacent to no, 253. There is a southbound bus stop nearby and I would like to request that the roadmarkings to increase awareness of 20mph speed limit does not impact on the existing bus stop clearway markings. I would like to request that the clearway at this location is remarked in addition to the new linings.

Response to TfGM comments - For your reassurance I confirm that we will review the position of the 20mph roundel.

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 reputational risks around the scheme in terms of residents and business reactions to the proposals. The proposal does impact adversely on the current use of Huddersfield Road. 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	The proposed works are capital and the costs are as follows: <table border="1" data-bbox="555 750 1185 985"> <tr> <td>Rosehill Cushions supply and install</td><td>£17,320</td></tr> <tr> <td>4 sets of Dragon Teeth markings</td><td>£3,200</td></tr> <tr> <td>6 illuminated traffic signs</td><td>£12,000</td></tr> <tr> <td>Repeater signs 20no</td><td>£1,600</td></tr> <tr> <td>Advertisement</td><td>£1,000</td></tr> <tr> <td>Fee/staff costs</td><td>£2,000</td></tr> <tr> <td>Total</td><td>£37,120</td></tr> </table> £21,290 will be funded from monies secured from the new development through a Section 278 agreement. The remaining £15,830 will be provided from the Highways Minor Works budget, M0314, which is funded through CRSTS grant funding. The works will be fully defrayed in 2025/26. Leonnice Wharton-Brown, Senior Accountant	Rosehill Cushions supply and install	£17,320	4 sets of Dragon Teeth markings	£3,200	6 illuminated traffic signs	£12,000	Repeater signs 20no	£1,600	Advertisement	£1,000	Fee/staff costs	£2,000	Total	£37,120
Rosehill Cushions supply and install	£17,320														
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Repeater signs 20no	£1,600														
Advertisement	£1,000														
Fee/staff costs	£2,000														
Total	£37,120														
Legal	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. 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. 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)
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 is particular circumstances which justify an alternative route to market. 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)

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

Drawing Number TM04-510/01/001 and 002

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

Schedule 1

Proposed Speed Cushion Locations

Speed Cushions (Pairs)

Length 2.00 metres, width 1.65 metres, height 75mm with gradient of 1:15

Huddersfield Road	Adjacent to properties 175/177 Huddersfield Road
Huddersfield Road	Adjacent to properties 147/149 Huddersfield Road
Huddersfield Road	Adjacent to properties 137/139 Huddersfield Road
Huddersfield Road	Adjacent to properties 123/125 Huddersfield Road
Huddersfield Road	Adjacent to properties Lower Moordale, Huddersfield Road
Huddersfield Road	Adjacent to property Moordale, Huddersfield Road

Schedule 2

Proposed 20mph Zone

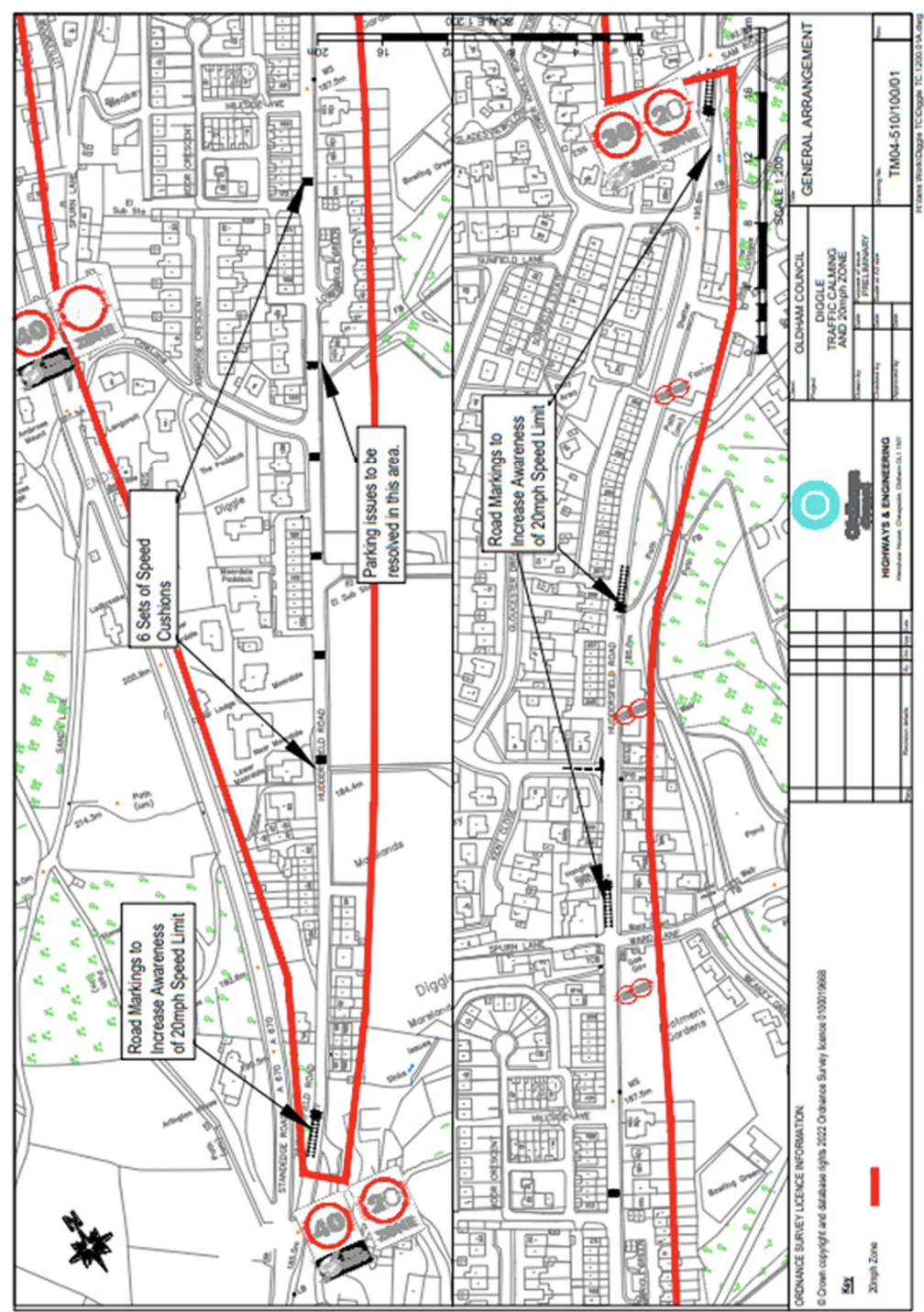
Huddersfield Road	From its junction with Standedge Road to its junction with Sam Road
Ambrose Crescent	For its entire length
Moor Crescent	For its entire length
Hillside Avenue	For its entire length
Spurn Lane	For its entire length
Ward Lane	To the west of its junction with Weakey Green
Dorset Avenue	For its entire length
Sunfield Lane	For its entire length
Brockhill Close	For its entire length
Eldeberry Close	For its entire length
Buckton Close	For its entire length
Turnpike Close	For its entire length
Lower Knoll Road	For its entire length
Sunfield Estate	For its entire length
Kent Close	For its entire length
Devon Drive	For its entire length
Gloucester Drive	For its entire length
Cornwall Crescent	For its entire length
Weakey Green	For its entire length
Lower Wrigley Green	For its entire length
Littlemoor Lane	For its entire length
St Ades View	For its entire length

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

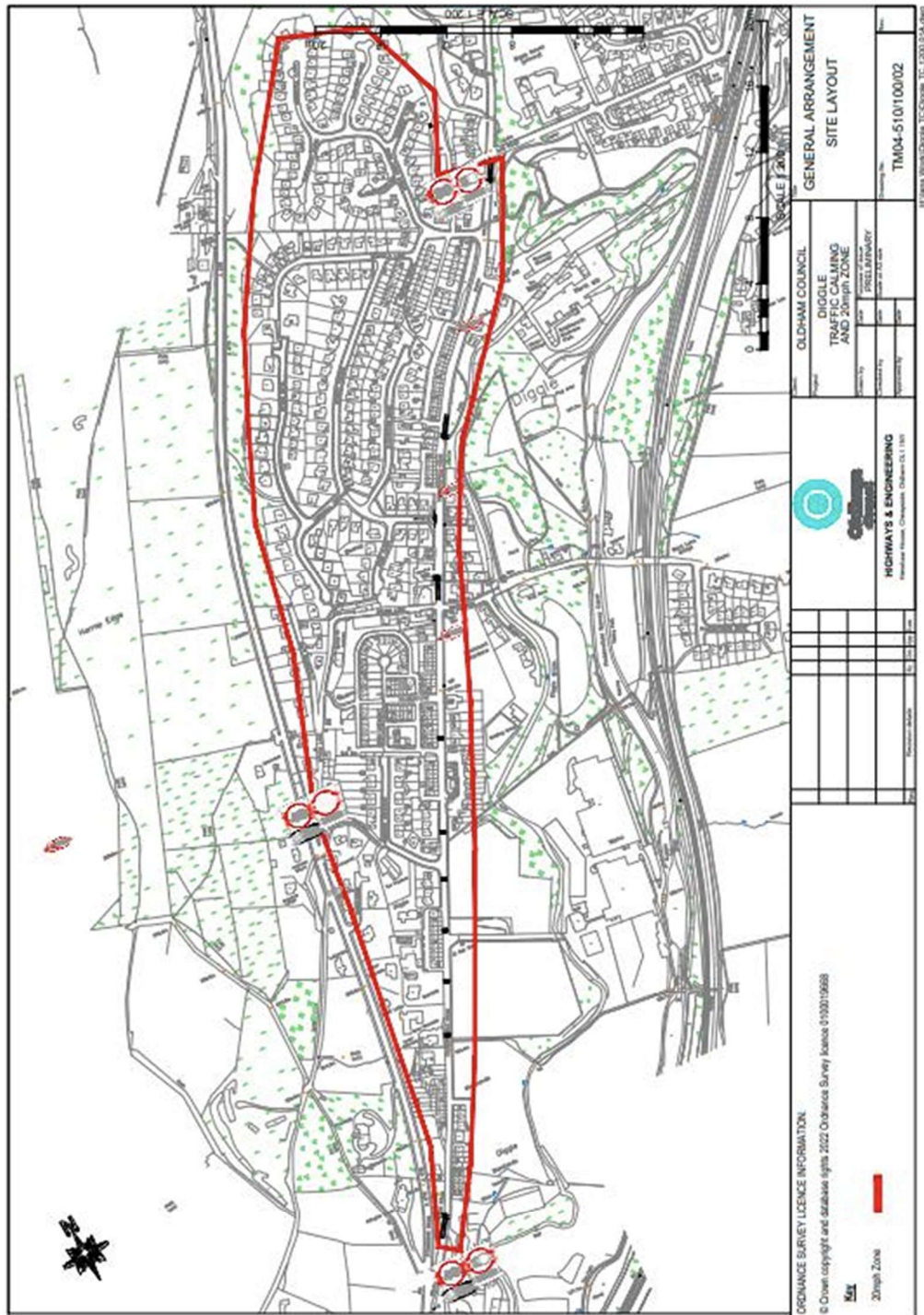
Report author sign-off	Mark Woodhead
Role	Traffic Engineer
Date of sign-off	9 October 2025

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

Drawing –TM05 510/100/01 Proposed speed limit and traffic calming measures



Drawing TM05 510/100/02 Limits of 20mph Zone



15.08.25

t:\TrafficQMS\TM4-518

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24.09.26

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APPENDIX C
ROAD SAFETY AUDIT

Huddersfield Road, Diggle – Traffic Calming and 20mph Zone

Combined Stage 1 and 2 Road Safety Audit

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Combined Stage 1 and 2 Road Safety Audit (RSA) (i.e. completion of detailed design), by Oldham Council. The scheme submitted for audit is associated with speed reduction measures on Huddersfield Road, Diggle.

The A62, Huddersfield Road, at this location, is a 30mph urban two-way single carriageway. The route is street lit and bounded by properties on both sides. Footway is provided along both sides of Huddersfield Road and is street lit. The scheme extends between the A670 Standedge Road in the south, along Huddersfield Road for a distance of 1.2km to Sam Road located on the northern edge of Diggle.

The proposed works included with this Combined RSA Stage 1-2 consist of the construction of:

- Six speed cushions;
- Reduction in speed limit to 20mph and associated signage; and
- Road markings.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Mark Woodhead of Oldham Council. The documents forming this RSA are listed in **Appendix 1**.

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Oldham Council

Design Organisation: Oldham Council

1.2 Previous Road Safety Audits

The RSA Team has not been made aware of any previous Road Safety Audits.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2020-2024), as shown in **Figure 1**.

Examination of the data indicates that there have been three PICs on the A670 which does not form part of the scheme. There have been no collisions within the extents of the scheme.

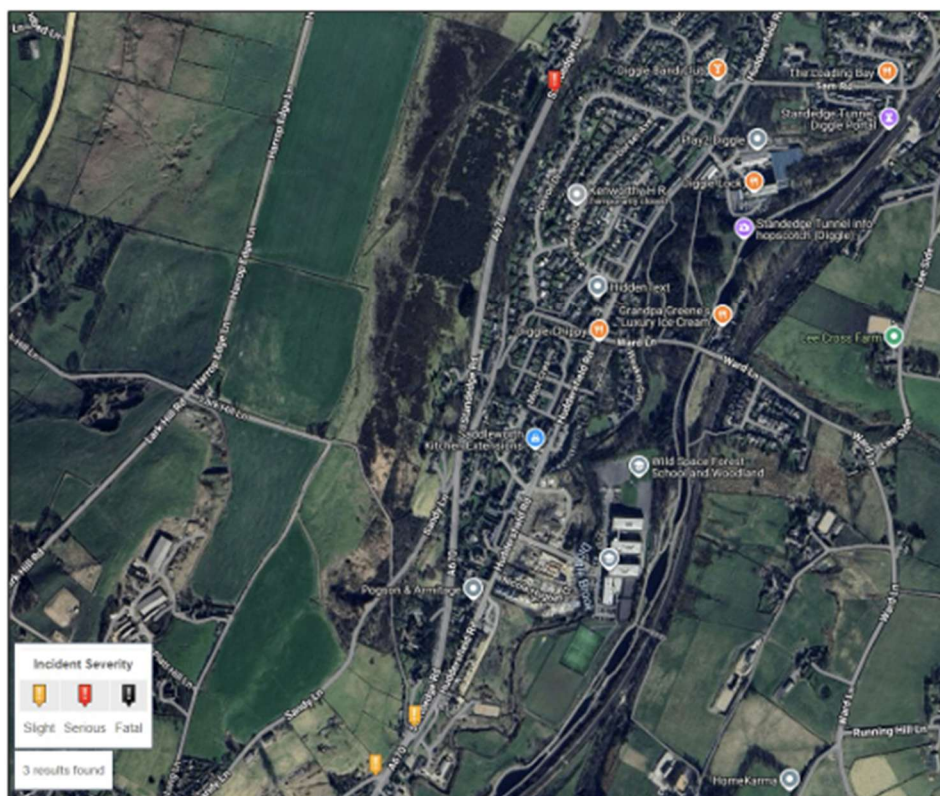


Figure 1: Collision data

1.5 Details of Site Visit

A site visit was undertaken on Thursday 12 March 2026, between 07:00 hrs and 07:30 hrs. Whilst on site the weather fine and dry; the road surface was dry, and no incidents were noted. Pedestrian movements were observed during the site visit; one cycle movement was observed, and one equestrian was observed riding north along Huddersfield Road. Traffic flows were moderate and free flowing.

1.6 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix 1** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

Combined Stage 1 and 2 Road Safety Audit, Huddersfield Road, Diggle – Traffic Calming and 20mph Zone

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

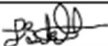
2 Items Raised at this Combined Stage 1-2 Road Safety Audit

This section details the findings of this Combined Stage 1 and 2 Road Safety Audit.

2.1 Road Safety Audit – Problems Combined Stage 1 and 2

No Problems were identified as part of this combined Stage 1 and 2 Road Safety Audit.

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	20 MARCH 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	20 MARCH 2026

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
10309/001	Proposed Road Humps 1 of 3	S01
10309/002	Proposed Road Humps 1 of 3	S01
10309/003	Proposed Road Humps 1 of 3	S01
TM04-510/100/01	General Arrangement	-
TM04-510/100/02	General Arrangement – Site Layout	-
47/A4/1493/1	Proposed Prohibition of Waiting – Huddersfield Road Diggle	V2