

Delegated Decision Report

Decision below £250k



Subject:	Proposed Speed Cushions - Parkway, Chadderton
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision date:	08 September 2026
Report author:	Andrew Cowell, Engineer
Ward (s):	Chadderton North

Reason for decision

To consider the introduction speed cushions along Parkway, Chadderton.

Recommendation(s)

It is recommended that speed cushions be introduced in accordance with the plan and schedule at the end of this report.

Background

A 20mph zone has recently been introduced in this area (see Appendix A). The lower speed limit now provides a platform to install physical measures to supplement the speed limit. The physical measures would also help to deter any rat running movements, which has been a cause of concern for residents and ward members for some time. Parkway is a bus route so the physical measures will be in the form of bus friendly speed cushions. Ward members have provided funding for two sets of speed cushions with a further three sets being funded by Highways. Parkway provides the main route through the estate so it is considered that physical features should be constructed on this route to deter through traffic movements and to regulate vehicle speeds.

It is proposed to promote the installation of five new sets of speed cushions, as detailed on plan 47/A3/1777/5.

If approved, the proposal would help reduce traffic speeds and reduce through traffic movements along Parkway.

Alternative option(s) to be considered *(please give the reason(s) for recommendation(s))*

Option 1 – To approve the recommendation

Option 2 – Not to approve the recommendation

Consultation

The Ward Members have been consulted, and Councillor Brownridge and Councillor Moores fully support the proposal.

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 has no comment on 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 the proposed speed cushions at this location will improve safety for road users. There could be reputational risks around the scheme in terms of residents and business reactions to the proposals. These can be mitigated by effective communications, the publication notice, and review of any objections received before introducing the restrictions.

Implications

Financial	The proposed works are capital and will be charged to the Transport Capital Programme on cost centre M0314. The cost of introducing the Order is show below:- <table border="1"> <tr> <td></td><td>£</td></tr> <tr> <td>Advertisement of Order</td><td>1,200.00</td></tr> <tr> <td>Introduction of Speed Cushions</td><td>11,671.87</td></tr> <tr> <td>TOTAL</td><td>12,871.87</td></tr> </table> Two sets of speed cushions (£4,668.75) will be funded from ward member (Chadderton North) budgets. The remaining three sets of speed cushions (£7,003.12) will be charged to the Traffic Minor Works budget. The advertising (£1,200) will be funded from the 2026/27 Highways TRO and road markings budget. Leonnie Wharton-Brown – Senior Accountant		£	Advertisement of Order	1,200.00	Introduction of Speed Cushions	11,671.87	TOTAL	12,871.87
	£								
Advertisement of Order	1,200.00								
Introduction of Speed Cushions	11,671.87								
TOTAL	12,871.87								
Legal	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. (A Evans)								
Equality impact including implications for Children and Young People	None								

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 47/A3/1777/5

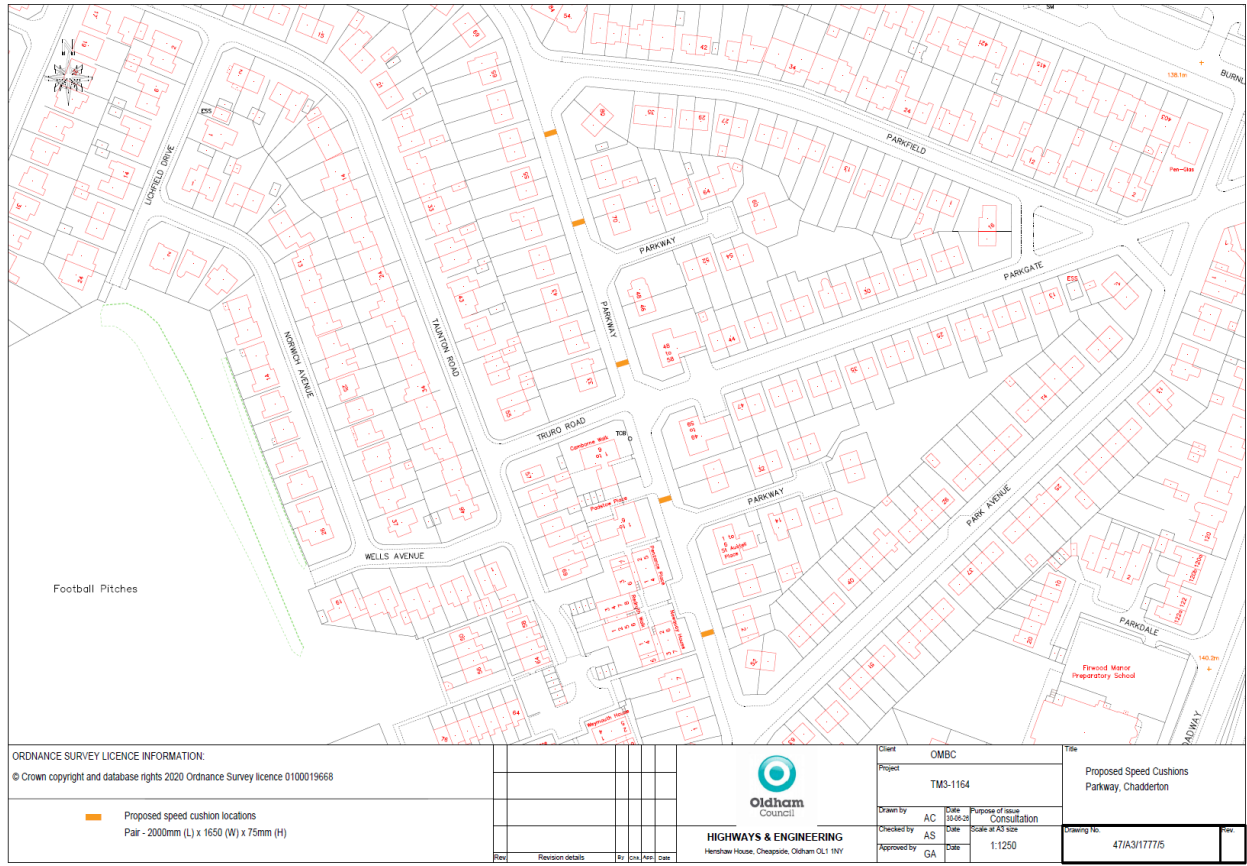
Proposed Speed Cushions (pair) 2000mm(l)x1650mm(w)x75mm(h)

Item No	Length of Road	Location
	<u>Parkway, Chadderton</u>	96 metres south of its junction with Truro Road
	<u>Parkway, Chadderton</u>	39 metres south of its junction with Truro Road
	<u>Parkway, Chadderton</u>	13 metres north of its junction with Truro Road
	<u>Parkway, Chadderton</u>	73 metres north of its junction with Truro Road
	<u>Parkway, Chadderton</u>	110 metres north of its junction with Truro Road

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

Report author sign-off	Andrew Cowell
Role	Traffic Engineer
Date of sign-off	08 September 2026

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	08 September 2026



Delegated Decision Report

Decision below £250k

Subject:	Proposed 20mph Speed Limit Order, Prohibition of Waiting and Limited Waiting – Cathedral Road and Parkway Estate, Chadderton
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Transport and Highways, Councillor C Goodwin
Decision date:	4 December 2025
Report author:	Andrew Cowell
Ward (s):	Chadderton North

Reason for decision

To consider the introduction of a 20mph speed limit, prohibition of waiting and limited waiting restrictions on Cathedral Road and Parkway Estate, Chadderton.

Recommendation(s)

It is recommended that restrictions be introduced in accordance with the plan and schedule at the end of this report.

Background

Cathedral Road and Parkway form the two main spine roads within an established housing estate located in the north area of Chadderton, which is bounded by Broadway, Burnley Lane and Chaderton Park Road. Complaints have been received from residents via a Ward Member about various issues along the two spine roads. Residents report speeding vehicles, rat running and obstructive parking issues. Residents have requested a traffic calming scheme and parking restrictions to be introduced to address these issues.

All the roads within the estate are currently subject to the default urban speed limit of 30mph. Cathedral Road and Parkway are both bus routes and there are currently no parking controls in place.

Whilst the area has a good safety record and average vehicles speeds are around 20mph, the two spine roads do provide a natural short-cut between the main roads on the outer edge of the estate. Congestion issues on the main roads are reported to encourage these movements. Any through traffic movements increase the likelihood of speed limit contraventions.

The location does not qualify for traffic calming measures as a casualty reduction scheme but the layout and geometry of the roads within the estate and the existing average speeds would support a signed only 20mph speed limit. Whilst the residents and Ward Members would also

like to see physical traffic calming measures on Cathedral Road and Parkway, the 20mph speed limit order will provide a platform to install physical measures in the future to supplement the lower speed limit. The lower limit and physical measures would also help to deter any rat running movements.

Within the same estate, obstructive parking is reported to take place on Cathedral Road at the junction of Parkway, Coventry Grove and near to the shops between Tavistock Drive and Chadderton Park Road. The shops generate a demand for on street parking which is reported to affect visibility, two-way traffic flows and bus movements in this area. Whilst there is a dedicated parking bay outside the shops, this is often full.

The proposal for new parking controls will include 24 hour waiting restrictions at key locations and a limited waiting restriction imposed on the parking bay outside the shops. The limited waiting restriction would increase the parking turnover in the bay, thereby helping customers to find a space. This would reduce the reliance on the main carriageway for parking, further helping to address the obstructive parking. The restrictions would apply during the day, allowing any local residents to park in the evening and overnight without time restrictions.

It is proposed to promote a new 20mph Speed Limit Order, Prohibition of Waiting and Limited Waiting restrictions, as detailed on plans 47/A3/1777/1 to 4.

If approved, the proposal would help reduce traffic speeds, reduce through traffic movements and remove obstructive parking.

Alternative option(s) to be considered *(please give the reason(s) for recommendation(s))*

Option 1 – To approve the recommendation

Option 2 – Not to approve the recommendation

Consultation *(include any conflict of interest declared by relevant Cabinet Member consulted)*

The Ward Members have been consulted and Councillor B Brownridge and Councillor E Moores fully support the proposal.

Councillor C McLaren, residents have continued to raise issues relating to speeding traffic, inconsiderate and obstructive car parking, vehicles running through the estates to avoid traffic lights and views of oncoming traffic obstructed by vehicles parked too close to various junctions. There have been a number of requests for traffic calming schemes and suggestions offered to prevent obstructive car parking. The proposed 20mph scheme arrangement is an important step forward and the Ward Councillors are happy to support the proposal outlined in the report.

G.M.P. View - The Chief Constable has been consulted and has no comment on 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 the proposed restrictions at this location 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. These can be mitigated by effective communications, the publication notice and review of any objections received before introducing the restrictions.

Implications

Financial	The cost of introducing the Order is show below: - <table><tr><td></td><td>£</td></tr><tr><td>Advertisement of Order</td><td>1,200</td></tr><tr><td>Introduction of Road Markings and Signs</td><td>3,500</td></tr><tr><td>TOTAL</td><td>4,700</td></tr></table> The advertising & road marking expenditure of £4,700 will be funded from the 2025/26 TRO & road markings budgets within the Highways Service. (John Edisbury)		£	Advertisement of Order	1,200	Introduction of Road Markings and Signs	3,500	TOTAL	4,700
	£								
Advertisement of Order	1,200								
Introduction of Road Markings and Signs	3,500								
TOTAL	4,700								
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 waiting restrictions, the Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.								

	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

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 47/A3/1777/1 to 4

Proposed 20mph Speed Limit

Cathedral Road	Full Length
Tavistock Drive	Full Length
Winchester Avenue	Full Length
Chichester Crescent	Full Length
Wimborne Avenue	Full Length
Service road from Chichester Crescent	Full Length

to rear of 1 – 23 Kidderminster Way	
Kirklee Avenue	Full Length
Service road from Chichester Crescent to rear of 1 – 27 Winchester Avenue	Full Length
Coventry Grove	Full Length
Tewkesbury Avenue	Full Length
Taunton Road	Full Length
Lichfield Drive	Full Length
Norwich Avenue	Full Length
Wells Avenue	Full Length
Truro Road	Full Length
Parkway	Full Length
Parkfield	Full Length
Parkgate	Full Length
Park Avenue	Full Length
Park View	Full Length
Park Close	Full Length
Clevedon Road	Full Length
Burnley Lane	From its terminus, south east of its junction with Parkgate, for a distance of 125 metres in a northwesterly direction

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

Part I Schedule 1

Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Parkway, Chadderton</u> (East side) From a point 44 metres south of its junction with Burnley Lane for a distance of 33 metres in a general southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Parkway, Chadderton</u> (West side) From a point 45 metres south of its junction with Burnley Lane for a distance of 40 metres in a general southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<u>Coventry Grove, Chadderton</u> (Both sides) From its junction with Cathedral Road for a distance of 10 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Tavistock Drive, Chadderton</u> (Both sides) From its junction with Cathedral Road for a distance of 10 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chadderton Park Road, Chadderton</u> (East side) From a point 30 metres north of its junction with Cathedral Road to a point 13 metres south of its junction with Cathedral Road	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (North east side) From its junction with Parkway for a distance of 32 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (South west side) From its junction with Parkway for a distance of 26 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (North west side) From a point 10 metres north east of its junction with Coventry Grove to a point 10 metres south west of its junction with Coventry Grove	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (South west side) From a point 10 metres north west of its junction with Tavistock Drive to a point 10 metres south east of its junction with Tavistock Drive	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<u>Cathedral Road, Chadderton</u> (North side) From a point opposite the south easterly kerb-line of Tavistock Drive for a distance of 28 metres in a general easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (North east side) From a point 21 metres north west of a point opposite the north westerly kerb-line of Tavistock Drive for a distance of 10 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (South side) From its junction with Chadderton Park Road for a distance of 48 metres in a general easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Cathedral Road, Chadderton</u> (North side) From its junction with Chadderton Park Road for a distance of 57 metres in a general easterly direction including the section of adopted highway providing access to the rear of 90 to 100 Cathedral Road	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

Permitted Parking

Length of Road	Duration	Maximum Period for Which a Vehicle May Wait	Minimum Period Before Vehicle May Return	Exemptions
<u>Cathedral Road, Chadderton</u> (North-east side) Within the dedicated parking bay, from a point 31 metres north west of a point opposite the north westerly kerb-line of Tavistock Drive for a distance of 47 metres in a north westerly direction	Mon-Sat 8am-6pm	2 hours	1 hour	A, B1, B3, B4, C, E, H2, J, K4

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

Report author sign-off	Andrew Cowell
Role	Traffic Engineer
Date of sign-off	4 December 2025

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	17 December 2025

