



Oldham
Council

Delegated Decision

Haven Lane Area, Moorside – Amendment to 20mph Zone

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

26 March 2019

Purpose of Report

The purpose of this report is to consider an amendment to the proposed 20mph zone within the Haven Lane area of Moorside.

Recommendation

It is recommended that the streets listed in the schedule at the end of this report be included within the Haven Lane area 20mph Zone.

Haven Lane Area, Moorside – Amendment to 20mph Zone

1 Background

- 1.1 The introduction of a 20mph zone within the Haven Lane area of Moorside, (the length between Counthill Road and Alexandra Terrace) was approved under delegated powers on 11 July 2018; a copy of the ModGov report is attached at Appendix A. However, the report only details Haven Lane being subject to the speed restriction, the side roads which access this length of Haven Lane are not included in the proposal. The side roads in question are cul-de-sacs; they do not provide a through route to other areas. The cul-de-sacs should therefore be subject to the same speed restriction as Haven Lane.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation
- 2.2 Option 2: Not to approve the recommendation

3 Preferred Option

- 3.1 The preferred option is Option 1

4 Justification

- 4.1 It is not appropriate for side road cul-de-sacs to be a higher speed limit than the main road which provides access to them. It is therefore intended to include the side road cul-de-sacs within the 20mph zone.

5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

6 Comments of St James Ward Councillors

- 6.1 The Ward Councillors have been consulted and no comments were received.

7 Financial Implications

7.1 The cost of introducing the Order is shown below:

Advertisement of Order	£ 1,200
TOTAL	1,200

7.2 The advertising cost of £1,200 will be funded from cost centre 40916 (Highways Operations – Unity).

7.3 There are no additional annual maintenance costs associated with this order.

(Nigel Howard x3250/Sadrul Alam x3305)

8 Legal Services Comments

8.1 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.

8.2 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)

9 Co-operative Agenda

9.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

10.1 None.

11 Risk Assessments

11.1 None.

12 IT Implications

12.1 None.

13 Property Implications

13.1 None.

14 Procurement Implications

14.1 None.

15 Environmental and Health & Safety Implications

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

16 Equality, community cohesion and crime implications

16.1 Nil.

17 Equality Impact Assessment Completed?

17.1 No.

18 Key Decision

18.1 No.

19 Key Decision Reference

19.1 Not applicable.

20 **Background Papers**

- 20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

21 **Appendices**

- 21.1 Appendix 1 – Copy of ModGov Report

22 **Proposal**

- 22.1 It is proposed that the streets detailed in the schedule below be included in the 20 mph zone. Although a 20 mph limit has already been approved for introduction along Haven Lane, for clarity it has also been included in the schedule below.

Schedule

Drawing Number 47/A3/1532/1

Introduce a 20mph zone along the following streets

Road	Description
Haven Lane	From its junction with Counthill Road to its junction with Alexandra Terrace
Greenside Avenue	Its full length
Helmshore Avenue	Its full length
Holcombe View Close	Its full length
Buttercup Drive	Its full length
Thistle Way	Its full length
Sorrell Way	Its full length
Lea Green Close	Its full length
Maythorne Close	Its full length

APPROVAL

Decision maker

Signed

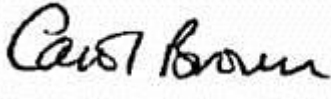


Cabinet Member,
Neighbourhood Services

Dated: 28.03.19

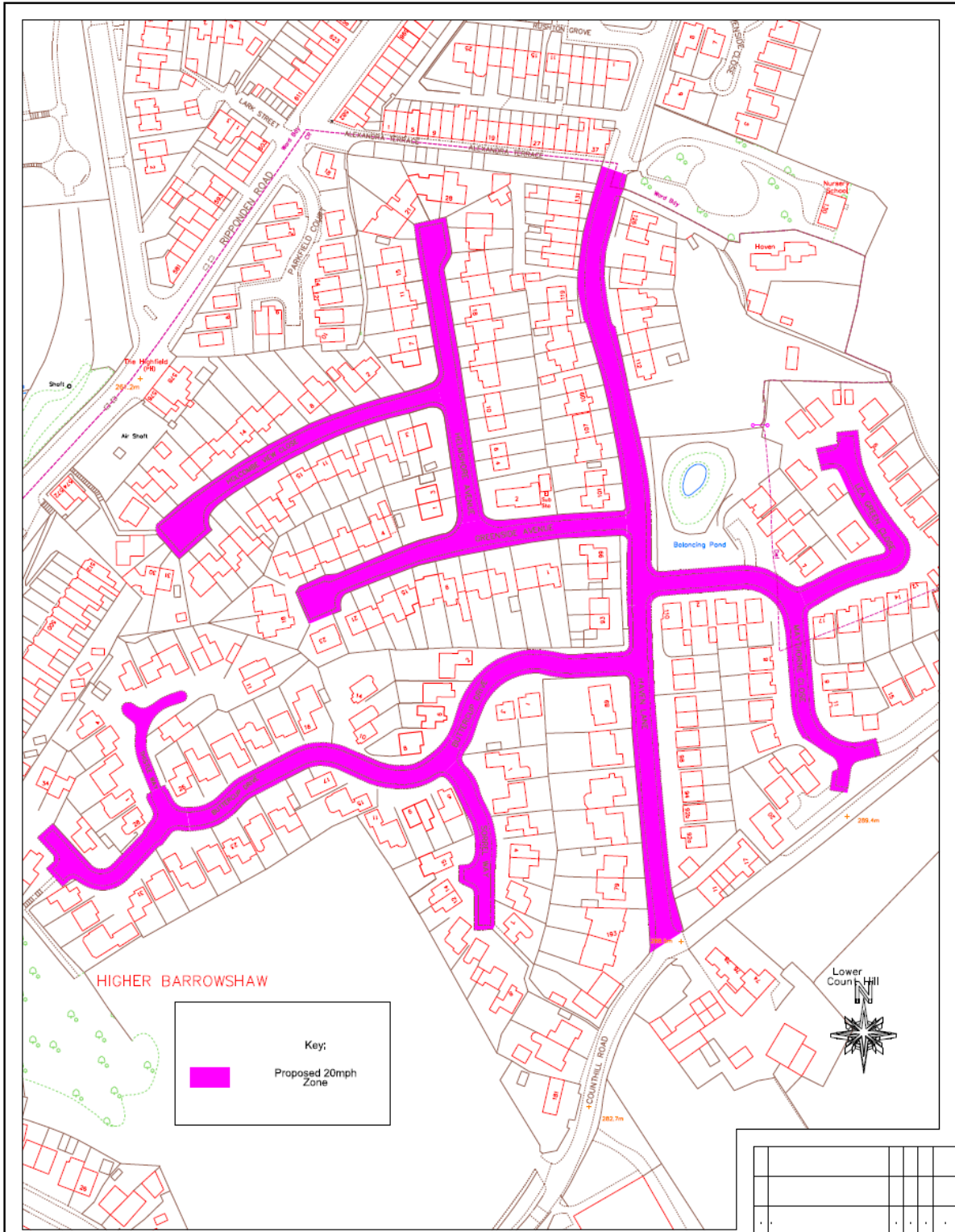
In consultation with

Signed



Director of Environmental
Services

Dated: 26.03.19



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HIGHWAYS & ENGINEERING
 Henshaw House, Chesapeake, Clitham CL1 1NY

Client		
Project		
File Ref: TM3/1007		
Drawn by	Date	Purpose of Issue
Checked by	Date	Scale at A3 size
Approved by	Date	NTS

Rev	Revision details	By	CHK	Appr	Date

Drawing No.		Rev.
47/A3/1532/1		

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APPENDIX 1

COPY OF MODGOV REPORT

Delegated Item

Haven Lane – Counthill Road to Alexandra Terrace, 20mph Zone and Traffic Calming Scheme

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Richard Edwards, Principal Engineer
Ext. 1692

20 June 2018

Reason for Decision

The purpose of this report is to seek approval for the introduction of a 20mph Zone and Traffic Calming measures along Haven Lane between Counthill Road and its junction with Alexandra Terrace.

The objective of the measures is to encourage lower vehicle speeds with an increased amount of road users as a result of the new residential development. The scheme will be funded by Section 106 monies paid by the Developer which has already been allocated to the scheme via
<http://decisionrecording.oldham.gov.uk/ieDecisionDetails.aspx?ID=2898>

Executive Summary

There is a new residential development currently under construction on Haven Lane that will result in increased volumes of traffic using the road. These proposals are intended to improve road safety in the area by reducing the speed of traffic and the likelihood and severity of any future accidents along the route.

As part of the Planning Obligation entered into under Section 106 of the Town and Country Planning Act 1990 in order to gain planning approval for the residential development, the Developer had to provide a commuted sum towards traffic calming measures in the vicinity of the site. Consequently, the proposed measures consist of a 20mph Zone with gateway signage, speed cushions, buildouts and Vehicle Activated Signs (VAS).

The 20mph zone and traffic calming will tie in to any existing and any future proposed measures on Counthill Road.

Recommendation

It is recommended that the proposals shown on Drawing Number 1078468-0100-U-001 are approved.

Delegated Item

Haven Lane – Counthill Road to Alexandra Terrace, 20mph Zone and Traffic Calming Scheme

1 Background

- 1.1 As part of the Oldham Council's obligations under Section 39 of the Road Traffic Act 1988, Unity Partnership carries out studies into accidents arising out the use of vehicles on the Borough's roads and in the light of these investigations promotes appropriate measures to prevent them, including:
- The construction, improvement, maintenance and repair of roads in the Borough;
 - The dissemination of information and advice on road safety, eg in schools;
 - The provision of practical road safety training
- 1.2 In accordance with these requirements, Unity Partnership has; accessed the Road Traffic Accident Database (GMAXI); carried out a detailed road safety review; undertaken site observations and applied appropriate design standards to promote a suitable Traffic Calming scheme. This Report describes a series of cost effective Road Safety measures that are intended to reduce the speed of vehicles and thereby the number of crashes and injuries occurring along the road in the future. A plan showing these measures will be attached to the planning permission of three residential developments proposed for the area.
- 1.3 Counthill Road/Haven Lane is wholly residential in nature and there are three proposed developments in the area that have prompted the decision to introduce and extend traffic calming schemes as it is anticipated that there will be a significant increase in traffic volumes associated with the additional dwellings. Each of the three developers have been asked to contribute via S106 contributions towards traffic calming measures in the area.
- 1.4 The extent of the first phase of the scheme is shown on the Location Plan.
- 1.5 The measures will be funded by three separate Section 106 contributions allocated to three residential developments proposed in the area. Phase 1 (this purpose of this report) will be funded by Redrow Homes who are currently constructing 48 No properties on land fronting Haven Lane. The funding for this pahse has already been allocated to the scheme via <http://decisionrecording.oldham.gov.uk/ieDecisionDetails.aspx?ID=2898>.

2 Current Position

- 2.1 Haven Lane is a single carriageway highway with a speed limit of 30mph. The route is predominantly residential on one side and the other currently under development for more residential homes. Haven Lane currently links the Watersheddings and Moorside areas.

2.2 Although there have not been any injury accidents recorded during the last three years along Haven Lane, the additional residential development of the area will increase the number of turning movements to and from Haven Lane and thereby the possibility of vehicle and pedestrian conflicts.

3 Options/Alternatives

3.1 Option 1: The introduction of physical Traffic Calming Measures in the form of five sets of Speed Cushions and 20mph zone.

3.2 Option 2: Do not introduce a road safety scheme.

4 Preferred Option

4.1 The preferred option to approve is Option 1.

5 Proposals and Justification (See Drg No1078468-0100-U-001)

5.1 The Proposed Scheme involves:

- The construction of 5 pairs of Speed Cushions along Haven Lane at spacings to maximise speed reduction and road safety;
- The installation of a 20mph zone along Haven Lane with gateway signage and vehicle automated signs

5.2 The proposals are intended to reduce the average speed of traffic and thereby improve the conditions for all road users of the route. Lower speeds will allow safer "gap-acceptance" for drivers emerging from the new residential development junction.

5.3 It is intended that the combination of these measures promote road safety and encourage drivers to travel at speeds in keeping with the residential area.

5.4 Owing to the residential nature of the surroundings the proposals have been developed to minimise environmental impact.

6 Consultations

6.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.

6.2 T.f.G.M. View - The Director General has been consulted and have made a comment on this proposal. As the scheme is presently not on any bus route but may well be in the future, please can you ensure that they are as per your schedule a minimum of 75mm high, maximum width of 1.7m but also with an on/off ramp gradient no steeper than 1:8 with the side slopes of the ramps being no steeper than 1:4.

6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

7 Consideration of TfGM Comments

7.1 The comments of TfGM were noted and we will ensure all traffic calming measures are suitable for any future bus routes.

8 Comments of Ward Councillors

8.1 The Ward Councillors have been consulted and have provided the following responses:

Councillor G Alexander – I am very concerned about Haven Lane/Counthill Road the main issue is parking which in itself calms the traffic, at most times it is single lane traffic, double yellow lines cannot be put down as parking is very restricted and most have to park on Haven Lane and Counthill Road. I feel the whole of Haven Lane could be incorporated to 20mph.

Councillor C Ball – It's not our ward but I can't see this working well, because of the number of cars which go up and down. We had some speed collection data 12 months ago and it showed very few cars speeding. Will it help with the cars getting stuck with the double parked traffic? It won't help with the congestion at the Haven Lane/Turf Pit Lane junction.

9 Response to Councillors Comments

9.1 Councillor G Alexander – The introduction of the traffic calming measures along Haven Lane will only have a very limited effect on parking availability. The extent of the 20mph zone has been maximised to achieve the optimal impact.

Councillor C Ball – It is accepted that in some situations parked cars can influence the speed of vehicles. However, the proposals are designed to encourage slower speeds during periods when parking activity is less, for example during the working day when the route is relatively clear.

Further monitoring will take place at the Haven Lane/Turf Pit Lane Junction once the development is complete to determine if further work at the junction is required.

There is currently a proposal to extend the waiting restrictions on Haven Lane within close proximity to Turf Pit Lane, in a hope to remove obstructive parking from the narrow section of Haven Lane. These restrictions will not only help with the free flow of traffic but also prevent vehicles parking on the footway forcing pedestrians to walk in the carriageway.

10 Financial Implications

10.1 This reports seeks approval for the introduction of a 20mph Zone and Traffic Calming measures along Haven Lane between Counthill Road and its junction with Alexandra Terrace.

10.2 Capital Implications

Estimated costs for the Traffic Calming Scheme and introduction of a 20mph zone at Haven Lane, Oldham are £50,050. A breakdown of these costs on cost centre M0905 is shown in the table below: -

Item	£
Design (Unity Fees)	£9,175
Construction	£39,875
TRO Advert	£1,000
Total	£50,050

Section 106 monies have already been allocated for this scheme, - DB 356 Land at Haven Lane, Oldham (PA/333390 &336318), decision reference D2898

10.3 Revenue Implications

Annual maintenance costs in respect of the traffic calming measures will be met from the existing General Highways Revenue Budget on cost centre 40350. (Sadrul Alam / Cath Conlon)

11 **Legal Services Comments**

11.1 In relation to the speed cushions, 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.

11.2 In relation to the 20 mph proposals, 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. (A Evans)

- 12 **Co-operative Agenda**
- 12.1 In respect of highway safety improvements there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 13 **Human Resources Comments**
- 13.1 None.
- 14 **Risk Assessments**
- 14.1 None.
- 15 **IT Implications**
- 15.1 None.
- 16 **Property Implications**
- 16.1 None.
- 17 **Procurement Implications**
- 17.1 None.
- 18 **Environmental and Health & Safety Implications**
- 18.1 Energy - None
- 18.2 Transport - None
- 18.3 Pollution - None
- 18.4 Consumption and Use of Resources – In accordance with current specifications
- 18.5 Built Environment – Changes of visual appearance of the street
- 18.6 Natural Environment - None
- 18.7 Health and Safety – The introduction of 20mph zone and traffic calming measures will create a safer environment for all road users.
- 19 **Equality, community cohesion and crime implications**
- 19.1 None.

20 **Equality Impact Assessment Completed?**

20.1 No.

21 **Key Decision**

21.1 No.

22 **Key Decision Reference**

22.1 Not applicable.

23 **Background Papers**

23.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

SCHEDULE 1

Introduction of a 20mph Zone Order

Column 1	Column 2	Column 3
Item	Road	Location
	Haven Lane	From its junction with Counthill Road to its junction with Alexandra Terrace

SCHEDULE 2

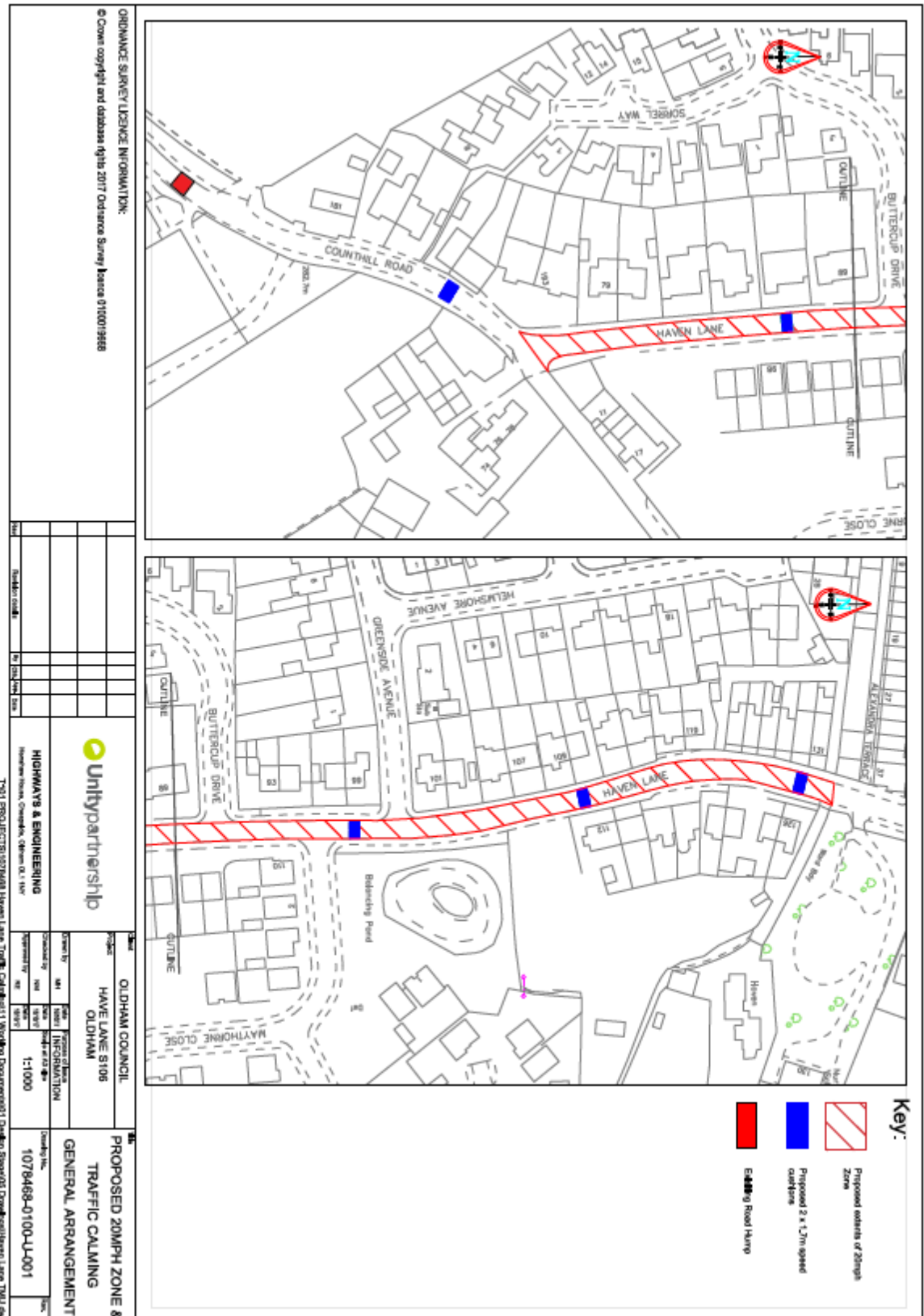
Pairs of Speed Cushions

Length 3.6 metres, Width 1.7 metres, Height 75mm

<u>Road</u>	<u>Location</u>
Counthill Road	23 metres south west of its junction with Haven Lane
Haven Lane	30.2 metres south from its junction with Buttercup Drive
Haven Lane	10.5 metres south from its junction with Greenside Avenue
Haven Lane	53.5 metres north of its junction with Greenside Avenue
Haven Lane	17.7 metres from its junction with Alexandra Avenue

APPROVAL

Decision maker Signed <u></u> Cabinet Member, Neighbourhood Services	Dated <u>5/7/18</u>
In consultation with Signed <u></u> Director Of Environmental Services	Dated <u>21/06/18</u>



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Author	Unity Partnership
Checked by	Unity Partnership
Approved by	Unity Partnership
Date	1-10-20

Unity Partnership
 HIGHWAYS & ENGINEERING
 Highways Team, Chatterbox, Oldham OL14 1UP

Client	OLDHAM COUNCIL
Project	HAVE LANE S108 OLDHAM
Contract No.	1079468-0100-U-001
Contract Title	PROPOSED 20MPH ZONE & TRAFFIC CALMING GENERAL ARRANGEMENT

T201 PROJECT:1079468 Haven Lane Traffic Calming 01/1 Working Document:001 Design Stage:05 Drawn:UnityPartnership Linn TM3/1007