

# Delegated Decision Report

Decision below £250k



<b>Subject:</b>	Haven Lane Traffic Calming and 20mph Zone
<b>Decision maker: Senior Officer</b>	Nasir Dad, Director of Environment
<b>Decision maker: Cabinet Member</b>	Councillor C Goodwin, Portfolio Holder, Transport and Highways
<b>Decision date:</b>	29 July 2025
<b>Report author:</b>	Ian Whitehead, Engineer
<b>Ward (s):</b>	St James'

## Reason for decision

The 20mph speed limit and traffic calming measures proposed in this report relate to an original scheme associated with condition 17 of planning application PA/338917/16. The revised traffic calming scheme being progressed is required to accommodate unknown site constraints which is being processed via a variation of condition 17 under VAR/352405/24

If the proposals are not supported, the developer cannot fulfil their obligations under the Section 106 agreement

## Recommendation(s)

It is recommended that the proposals contained within this report are supported and the proposed speed reduction and traffic calming measures be introduced.

## Background

As Ward Members may be aware, a new development off Haven Lane is currently being constructed. As part of these proposals, Section 106 funds have been acquired to extend the existing 20mph speed restriction on Haven Lane from Alexandra Terrace to Turf Pit Lane.

## Alternative option(s) to be considered

No alternative options have been considered.

## Consultation

The Ward Members have been consulted and Councillor J Charters has commented: my only comment would be to ask that prior to consultation occurring, the team speaks to Ward Councillors so we are aware and able to advise on how best to consult?

## Response to Councillors Comments

The proposal has been shared with ward members and the community previously, and as agreed with Councillor B Sharp, members will be informed when the legal advertisement is due to open to allow the community to make comment.

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

None

## Implications

Financial	<p>The proposed works are capital and will cost circa £51k as per the below:</p> <table><tr><th>Item</th><th>£</th></tr><tr><td>Advertising of Order</td><td>2,000</td></tr><tr><td>Consultation</td><td>1,000</td></tr><tr><td>Design/Supervision</td><td>11,500</td></tr><tr><td>Main Works</td><td>36,132</td></tr><tr><td><b>Total</b></td><td><b>50,632</b></td></tr></table> <p>The works will be funded by £38k Section 106 developer contribution under reference DB475, which has already been received, and £13k from the Highways Minor Works Budget (M0314), which is funded through the City Region Sustainable Transport Settlement grant.</p> <p>A new cost centre will be set up to hold the budget and monitor spend.</p> <p>Leonnie Wharton-Brown, Senior Accountant</p>	Item	£	Advertising of Order	2,000	Consultation	1,000	Design/Supervision	11,500	Main Works	36,132	<b>Total</b>	<b>50,632</b>
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Legal	<p>In relation to the proposed speed humps and 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.</p>												

	<p>In relation to the proposed 20 mph order, 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 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>Support and approval of the proposed traffic calming measures have no procurement implications. However, the proposed spend in order to implement these measures detailed above, means that procurement rules as per Council CPRs applies. Any requirements over £30k including VAT will be subject to a procurement process. It is essential that CPU are contacted as per CPRs about these requirements. Under the Procurement Act 23, any contracts over £30k inc. VAT must be accompanied by the mandatory notices for the type of procurement process including direct awards (Transparency Notice) as these contracts under PA are 'notifiable' on the Government Central Digital Platform. Between £10,000 and £29,999 three quotes should be obtained by the service area and a copy of the final contract issued to the Commercial Procurement Unit. This is a requirement of the CPRs.</p> <p>Jasmin Banks-Lee, Commercial Procurement Unit</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

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

Revoke from The Oldham Haven Lane Moorside 20mph Speed Limit Order 2020

Haven Lane – From its junction with Counthill Road to its junction with Alexandra Terrace

Introduce Haven Lane Speed Limit Order

Schedule 1

Roads subject to a 20mph Speed Limit

Haven Lane – From its junction with Counthill Road to its junction with Turf Pit Lane

Schedule 2

1.6m wide speed cushions in sets of 2

Haven Lane – on the building line on No 90 Haven Lane, at a point 4m south of the junction with Haugh Hill Road

Schedule 3

Kerb to kerb speed hump 4.7m long

Haven Lane – outside No 157 Haven Lane

Schedule 4

Raised junction table

Haven Lane – Junction of Haven Lane and Rushton Grove

Report author sign-off	Ian Whitehead
Role	Traffic Engineer
Date of sign-off	29 July 2025

<b>Approval</b>	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	07 August 2025

