



Oldham
Council

Delegated Decision

Adoption of Highways in Oldham (Various Locations) in connection with the Oldham Town Centre Metrolink Works

Report of: Deputy Chief Executive – People and Place

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Reason for Decision

To obtain approval for the adoption of highways as Highway Authority and to identify the likely associated revenue costs to the Council.

Executive Summary

The schedule lists the highways to become adopted as maintainable at the public expense.

Recommendation

It is recommended that the highways listed in Schedule 1 of this report be adopted as highways maintainable at public expense.

Adoption of Highways in Oldham (Various Locations) in connection with the Oldham Town Centre Metrolink works

1 Background

1.1 This report is the conclusion of the process by which a private developer constructs highways for maintenance at the public expense for the benefit of the development.

2 Current Position

2.1 The highways in Schedule 1 as described below and indicated on the attached location plans, have been constructed in accordance with the approved specification for highways to be adopted.

3 Schedule 1

3.1	<u>Adoption of Highways in Oldham in connection with the Oldham Town Centre Metrolink works.</u>	
Area 1	Prince Street, Oldham (Part) and the highway formerly known as Roscoe Street (part)	From its junction with Oldham Way and continuing in a north westerly direction for a distance of 69 metres with a variable width of 24.8 metres to 47.9 metres to join the existing adopted highway at Prince Street, including a widening of the highway formerly known as part of Roscoe Street which is now the access into the Metrolink Interchange Total Area = 1857.7m ²
Area 2	The former Ingham Street Car Park	From its junction with Prince Street and continuing in a north easterly direction for a distance of 44.41 metres with an average width of 17.34 metres Area= 763.83 m ²
Area 3	Former verge area located to the north of Roscoe Street	A tear shaped area of land located to the north of the entrance to the Metrolink Interchange, with a length of 23.92 metres and a maximum width of 6.75 metres Area = 118.38m ²
Area 4	Former site of the public conveniences at Coronation Street	An irregular shaped area of highway located to the north of the entrance to the Metrolink Interchange with a length of 14.46 metres and an average width of 7.36 metres Area = 105.57 metres
Area 5	Additional area of highway providing bus access and also abutting the tram tracks	An irregular shaped area of highway within the bus/tram interchange adjacent to the car park with a length of 98.09 metres and a maximum width of 28.76 metres Area = 1633.90 m ²

Area 6	Additional area of highway at Oldham Way	An irregular shaped area of highway located to the east of the Metrolink Interchange Car Park on the north bound carriageway of Oldham Way with a length of 21.69 metres and an average width of 4.17 metres Area = 70.10m ²
Area 7	Additional area of highway verge at Oldham Way	An irregular shaped area of highway verge located at Oldham Way on the north bound carriageway to the north east of Rhodes Bank with a length of 62.66 metres and a maximum width of 4.62 metres Area = 176.79 m ²
Area 8	Additional area of highway verge at Lees Road	An irregular shaped area of highway verge located to the north of Lees Road adjacent to the east bound carriageway with a length of 61.32 metres and a maximum width of 9.81 metres Area = 292.71m ²
Area 9	Additional area of highway verge at Bottom o' th' Moor	An irregular shaped area of highway verge located to the south of Bottom o' th' Moor adjacent to the Oldham bound carriageway with a length of 46.39 metres and a maximum width of 6.28 metres Area = 137.05m ²
Area 10	Additional area of highway verge at Manchester Street	An irregular shaped area of highway verge located to the south east of Flemming Place with a length of 83.46 metres and a maximum width of 8.92 metres Area = 404.92m ²
Area 11	Additional area of highway verge at Manchester Street Roundabout	An irregular shaped area of highway verge located on the north west side of the Manchester Street roundabout at the tram crossing with a length of 7.16 metres and a maximum width of 1.72 metres Area = 57.09m ²
Area 12	Additional Footway at Manchester Street	An irregular shaped area of footway added to the southerly carriageway at Manchester Street, adjacent to Belgrade House with a length of 85.02 metres and a maximum width of 2.48 metres Area = 89.36m ²

4 Actions Proposed

4.1 The following action is proposed:

To adopt, on behalf of the Council as Highway Authority, the highways specified in Schedule 1 above as highways maintainable at public expense, effective immediately.

5 Options/Alternatives

5.1 Option 1: To approve the recommendation.

5.2 Option 2: Not to approve the recommendation.

6 Preferred Option

6.1 The preferred option to approve is Option 1.

7 Financial Implications

7.1 This proposal will increase annual maintenance costs by £24,983.86 as set out in the following table:

For	Amount (£)	Cost Centre Charged
Highways - Roads	3,995.18	Highways Operations (40350)
Street Lighting - Columns/Masts/Signs/Bollards	20,988.68	Street Lighting (40400)
Total	24,983.86	

7.2 Road maintenance is based on adopting 617.58 linear metres equivalent to 5,707.4 square metres at £0.70 per square metre costing £3,995.18 p.a.

7.4 The number of street lighting columns, masts, illuminated signs and bollards etc will increase by 346 costing and add £20,988.68 p.a. to Street Lighting maintenance charges.

7.5 In addition to the above, the increased energy demand of the new Street Lighting equipment is expected to increase electricity costs by £18,897.60 p.a.

7.6 The additional maintenance costs will be met from existing revenue budgets in Highways Operations (cost centre 40350) and Street Lighting (cost centre 40400). The increased electricity costs will be met from an existing revenue budget held by Corporate Landlord (cost centre 12266). If there are pressures in either area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse variance at the year end.

7.7 Capital Implications

None.

(Sadrul Alam/Nigel Howard)

8 Legal Services Comments

8.1 None. (A Evans)

9 Co-operative Agenda

9.1 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 In adopting the highway, the Local Authority is taking on responsibility for maintaining it in a safe condition.

16 **Equality, community cohesion and crime implications**

16.1 By adopting this highway, public rights of access will be safeguarded.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

18 **Key Decision Reference**

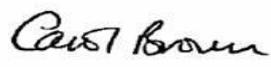
18.1 Not applicable.

19 **Background Papers**

19.1 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.

APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	<p>Dated 04/02/19</p>
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 25/01/19</p>

