

Ref	Scheme Name and Location	Ward	2021/22 Allocation £
Commitments			
Accident Reduction			
1	Accident reduction duties under Section 39 of the Road Traffic Act 1988	Boroughwide	50,000
2	Safety Barrier Enhancement (Boroughwide)	Boroughwide	20,000
Bridges and Structures			
3	Principal Bridge Inspections	Boroughwide	45,000
4	Minor Structures Works	Boroughwide	100,000
5	Br120 The Causeway Bridge, The Causeway off Gateway Crescent	Chadderton Central	360,000
Traffic Management			

6	Integrated Minor Highways & Traffic Management Schemes	Boroughwide	73,833
Street Lighting			
7	Residual Street Lighting requirements	Boroughwide	10,000
Highway Resurfacing			
Gateway Corridor - Resurfacing			
8	Elk Mill Roundabout	Chadderton North	264,584
9	Turf Pitt Lane	St James	177,583
Secondary Corridor - Thin Treatment			

10	Unclassified Network	Boroughwide	100,000
11	Footway Improvements	Boroughwide	500,000
DfT Incentive Fund			
12	Incentive Fund Schemes (various)	Boroughwide	340,000
Flood Water Management			
13	Minor Drainage Works	Boroughwide	50,000
Active Travel Schemes			

14	Public Rights of Way (PRoW) Improvements	Boroughwide	20,000
15	Disabled Access Improvements	Boroughwide	15,000
New Schemes			
Capital Programme Management			
16	Capital Programme Management	Boroughwide	50,000
Bridges and Structures			
Retaining Walls			
17	Br063 Denshaw Bridge and adj. retaining walls, Delph Road	Saddleworth North	80,000
Bridges			

18	Br75 Street Bridge Road Bridge	Chadderton North	80,000
19	Br131 Laurel Avenue Bridge	Chadderton Central	80,000
Footbridges			
20	Br306 Shaws Lane Footbridge	Saddleworth South	90,000
21	Br250 Carr Lane Footbridge	Saddleworth South	75,000
Culverts			

22	Tame Water Culvert, Delph	Saddleworth North	180,000
23	Abbey Hills Road Culvert	Alexandra	125,000

Accident Reduction

Asset data led priorities

24	Signalisation and pedestrian facilities at Butler Green / Washbrook / Stanley Road / Coalshaw Green Road	Chadderton South	250,000
25	Huddersfield Road / Stamford Road Junction	Saddleworth West & Lees	10,000

26	Propps Hall Drive, Failsworth - Traffic Calming	Failsworth West	50,000
27	Kings Road - Traffic Calming	Alexandra	35,000
28	A62 Huddersfield Road / Spring Street Area	Waterhead	30,000
29	Farm Street, Failsworth - Traffic Calming	Failsworth West	25,000

Traffic Management

Highway Improvements

30	Enhancement of Safety on Rural Routes	Boroughwide	15,000
31	Elk Mill Signalisation	Chadderton North	200,000
32	Width Restriction, Wrigley Head, Failsworth	Failsworth East	40,000
33	Copster Hill Road - Traffic Calming	Medlock Vale	45,000

34	Roman Road, Failsworth - Traffic Calming	Failsworth East	45,000
35	White Bank Road, Limeside - Traffic Calming	Hollinwood	45,000
Traffic Management			
Pedestrian Improvements			
36	Upgrade of signals to include pedestrian facilities at Greengate / Lees Street / Grimshaw Lane	Chadderton Central	100,000
		TOTAL	3,776,000

Description of scheme

(i) Preparation and delivery of a programme of measures designed to promote road safety (ii) The undertaking of studies into accidents arising out of the use of vehicles (iii) In light of those studies, the promotion of interventions appropriate to prevent such accidents.

Enhancement/replacement of defective existing safety barriers on a priority basis across the borough.

Principal Bridge Inspections

This budget will enable high priority, lower value and/or emergency structures works to take place.

Bridge refurbishment and wing wall reconstruction. Ground investigation partially complete.

Minor traffic signing/lining and highway modification schemes.

Additional street lighting not included in the PFI contract.

Resurfacing scheme.

Micro asphalt and resurfacing

Resurfacing and micro asphalt schemes to extend the residual life of the carriageways.

Footway resurfacing treatments on various footways across the borough.

Resurfacing and micro asphalt schemes to extend the residual life of the carriageways.

Minor drainage schemes to assist with localised flooding issues to properties and the highway.

Improving the PRow across the Borough

Various small scale improvements to aid and assist pedestrians, wheelchair and mobility scooter users when crossing the road at locations without adequate provision.

Budget for staff time and costs of managing the transport capital programme.

Masonry arch bridge refurbishment.
Underpinning and masonry repairs / grout injection.
Adjacent retaining wall reconstruction and highway drainage improvement works.

Bridge refurbishment works including concrete investigation, assessment, testing and extensive repair.

Risk Investigation / assessment in 2021/22 may highlight need for replacement. Budget estimate based on assumption of extensive repair only.

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Full deck removal and replacement. The works will mirror those carried out on the 'sister' bridge at Church Lane, Uppermill in 2020/21 and 2021/22.

Masonry arch footbridge refurbishment - masonry repairs and repointing

Culvert refurbishment - Masonry repairs / lining.
Temporary to medium term structural solution

Remediation and earthworks of adjacent embankment of previous landslip. Construction of training wall and scour protection.

Replacement of existing roundabout junction with a 4-arm junction including pedestrian facilities.

Investigation into the junction and surrounding area to include traffic counts, turning counts, street lighting design and optioneering with a view to implementing a scheme the following year.

A series of traffic islands to compliment the existing road marking scheme and a zebra crossing facility outside the school.

The scheme will install a series of traffic calming measures (rubber cushions) between Park Road and Honeywell Lane to slow traffic.

Measures (to be decided after preliminary investigation) to improve pedestrian safety in the area.

The scheme will install traffic calming measures (rubber cushions) along Farm Street.



Enhancement of Safety on high speed rural routes e.g. A635, A627, A62 on a priority basis including some/all of the following interventions: marker posts, cats eyes, anti-skid surfacing, barriers and improved signage and road markings.

Signalising of the two remaining unsignalised arms of the roundabout plus upgrading the safety barriers.

The scheme will separate the commercial / industrial area from the residential area and stop inappropriate vehicles accessing the residential areas.

Replace and/or augment existing tarmac Traffic Calming measures with Rubber Cushion alternatives. Rubber Cushions at appropriate spacings have proved to be effective alternatives to tarmac equivalents with better quality control and lifetime design life guarantee. Since the introduction of the previous TfGM funded scheme the traffic calming measures have not had the desired effect in reducing injury collisions.

Replace and/or augment existing tarmac Traffic Calming measures with Rubber Cushion alternatives. Rubber Cushions at appropriate spacings have proved to be effective alternatives to tarmac equivalents with better quality control and lifetime design life guarantee.

The scheme will install traffic calming measures along White Bank Road to slow traffic in the 20mph zone that is currently not being adhered to.



Upgrade of the existing traffic signals in place to include pedestrian crossing facilities.



Why there is a need for the scheme / problem being addressed	Notes
<p>Obligations under Section 39 of the Road Traffic Act 1988 - Legal Requirement. This is not covered by the Unity core fee and would otherwise be a pressure on the revenue budget if not included in the capital programme.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
<p>Ageing safety barriers within the borough coming to the end of their serviceable life with some barriers not complying with current safety standards. Barriers will be replaced on a priority basis.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
<p>Statutory requirement to undertake inspections of the Borough's bridge asset. This is not covered by the Unity core fee and would otherwise be a pressure on the revenue budget if not included in the capital programme.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
<p>This will assist the Asset Team in managing the risk posed by some structures. These will generally be 'quick win' schemes that do not require utility diversions, land purchases, or complicated traffic management arrangements.</p>	<p>Approved May 2020</p>
<p>All structures schemes included in this programme have been prioritised based on the scoring currently within Pontis (a structures asset management system) which adopts the London Bridges Engineering Group appraisal system. TfGM also recognise and adhere to this way of prioritising structural intervention.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21). Slipped down in priority due to other urgent schemes that budget was reallocated to.</p>

<p>Requests are received on a regular basis from Councillors and residents requesting minor traffic/safety improvements.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
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<p>Where the PFI contract replaces street lighting in different locations this may adversely affect lighting levels on paths, alleyways etc not looked at under the PFI contract. This budget will address lighting at these locations on a priority basis.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
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<p>Included based on recent Annual Engineering Inspection (AEI).</p>	<p>Approved May 2020</p>
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<p>Scheme locations have been approved in the Highways Improvement Programme.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
<p>Footways across the borough are showing signs of deterioration and resurfacing treatments will extend the residual life of the footway whilst increasing the surface properties including skid resistance. Scheme locations will be decided upon based on need.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21). Budget increased this year from £200k in 2020/21.</p>
<p>Scheme locations were approved in the Highways Improvement Programme in May 2020.</p>	<p>Approved May 2020</p>
<p>Prevent damage to properties and the highway caused by water. Address safety concerns caused by water on the highway and reduce winter maintenance costs.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>

<p>Statutory requirement to manage Borough's PRow .</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21).</p>
<p>The measures will be tailored to the individual requirements of the site usually taking the form of dropped kerbs, tactile paving and footway improvements along recognised desire lines.</p>	<p>Approved as part of previous 3-year LTP programme (2018/19 to 2020/21)</p>
<p>There is a large amount of time spent managing the transport capital programme, including report writing, Councillor briefings, approval of new budgets, grant claims etc.</p>	<p>New Scheme</p>
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<p>Pedestrian accidents and turning collisions recorded at this location along with high speeds and difficult turning movements.</p>	<p>New Scheme</p>
<p>There have been two cyclist fatalities at this location during 2020/21. The location therefore needs detailed surveying and investigation to improve the safety of highway users.</p>	<p>New Scheme</p>

<p>Safety issues for pedestrians through collisions and damage-only collisions.</p>	<p>New Scheme</p>
<p>The location attracts inappropriate speeds and forms a barrier between a large residential area and the popular recreational amenity of Alexandra Park.</p>	<p>New Scheme</p>
<p>There are pedestrian KSI (killed or seriously injured) issues at this location.</p>	<p>New Scheme</p>
<p>Injury collisions and excessive speeding have increased along this stretch of highway since previous traffic calming features were removed.</p>	<p>New Scheme</p>
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<p>The safety of users of these routes will be improved by implementing or upgrading these relatively small-scale stand-alone measures all at once.</p>	<p>New Scheme</p>
<p>A Highways Forecasting and Analytical Services (HFAS) study of Oldham's main 'corridors' in 2017 showed this location as suffering from congestion with queuing, particularly on Burnley Lane to get out on to the roundabout. Signalisation of the two remaining arms will alleviate this and also make the roundabout safer for users.</p>	<p>New Scheme</p>
<p>HGV's currently use the residential streets to gain access to the Crown Industrial area.</p>	<p>New Scheme</p>
<p>Inappropriate speeding over existing measures.</p>	<p>New Scheme</p>

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<p>Inappropriate speeding in a 20mph zone that has no supporting physical measures.</p>	<p>New Scheme</p>
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<p>There was a serious pedestrian accident at this junction in past. Low cost measures were implemented at the time but there is a need to include pedestrian facilities at this junction.</p>	<p>New Scheme</p>
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