

## **Delegated Officer Report** **(Non Key and Contracts up to a value of £100k)**

**Decision Maker:** Nasir Dad, Director of Environment

**Date of Decision:** 20 May 2024

**Subject:** Proposed Bus Stop Clearway, Oldham Road, Scouthead

**Report Author:** Andy Cowell, Traffic Engineer

**Ward (s):** Saddleworth North

---

---

**Reason for the decision:**

A complaint has been received from a bus user about the difficulties regularly experienced using the bus stop on Oldham Road, Scouthead. The concerns relate to having to step out into the carriageway between parked vehicles to be seen by the driver. The situation is exacerbated by the poor horizontal alignment of the carriageway in advance of the bus stop, which reduces forward visibility. The parked vehicles which prevent the bus from accessing the stop alongside the kerb also affect traffic movements and visibility along Oldham Road. The complainant has asked that parking restrictions are applied at the bus stop to address the issues reported.

Oldham Road is a Principal Road (A62) connecting Oldham with parts of Saddleworth. The bus stop in question is positioned on the north side to support passengers travelling east. The bus stop is currently un-marked which allows parking to take place. The bus stop is located at 300 metres above sea level and is, therefore, prone to poor weather conditions which affect visibility.

There are residential properties that front Oldham Road immediately to the west of the bus stop. Some of these residents rely on the highway for parking and this often extends to the area around the bus stop.

Site visits have confirmed that parking takes place in the vicinity of the bus stop. It is, therefore, felt that this stop should be protected with a bus stop clearway to prevent continued obstruction.

It is proposed to promote a new bus stop clearway on Oldham Road, Scouthead, as detailed on plan 47/A4/1715/1.

If approved, the proposal would enable passengers to board and alight buses safely and improve safety for motorists using this part of Oldham Road.

**Summary:**

The purpose of this report is to consider the introduction of a new bus stop clearway at Oldham Road, Scouthead.

***What are the 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: including any conflict of interest declared by relevant Cabinet Member consulted***

The Ward Members have been consulted and Councillor L Lancaster supports 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 on behalf of the Bus Team and states: I fully support these proposals to install a clearway. Allowing a bus to align to the kerb is a vital aspect to allowing passengers to board and alight a bus safely. Parked vehicles prevent a bus doing this and by installing the clearway it will prevent vehicles from obstructing the boarding point of the bus stop

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.

***Recommendation(s):***

It is recommended that a 'Bus Stop Clearway' be introduced in accordance with the plan and schedule at the end of this report

**Implications:**

What are the **financial** implications?

The cost of introducing the Order is shown below:

	£
Notice of Intent	500
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,000</b>

The advertising & road marking expenditure of £1,000 will be funded from the 2024/25 Highways TRO & road markings budgets.

(John Edisbury)

What are the **legal** implications?

Since 2002 it has been possible to introduce a bus stop clearway without the need for a Traffic Regulation Order. The Council has an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed. (A Evans)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Not required because the measures proposed are aimed at improving highway safety.

**Oldham Impact Assessment Completed (Including impact on Children and Young People)**

No

What are the **property** implications

None

**Risks:** The introduction of bus stop clearway at this location will decrease the numbers of incidents involving road users and assist with visibility. There could be reputation risks around the scheme in terms of residents reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before carrying out the works.

Vicki Gallacher (Head of Insurance and Information Governance)

**Co-operative implications**

The proposals set out in this report intend to improve the safety and reliability of an area of Oldham Road by implementing a bus stop clearway. The safety benefit for residents using the bus service is in line with our cooperative agenda. (James Mulvaney, Policy Manager)

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998**

None

**Environmental and Health & Safety Implications**

If approved, the restrictions will improve safety for bus users.

**IT Implications**

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/A4/1715/1

No Stopping Order (Bus Stop Clearway)

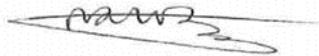
Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Oldham Road,</u> <u>Scouthead</u> (North-west side)  From a point 55 metres north-east of its junction with Doctor Lane for a distance of 23 metres in a north easterly direction	24 Hours		

**There are no background papers for this report**

---

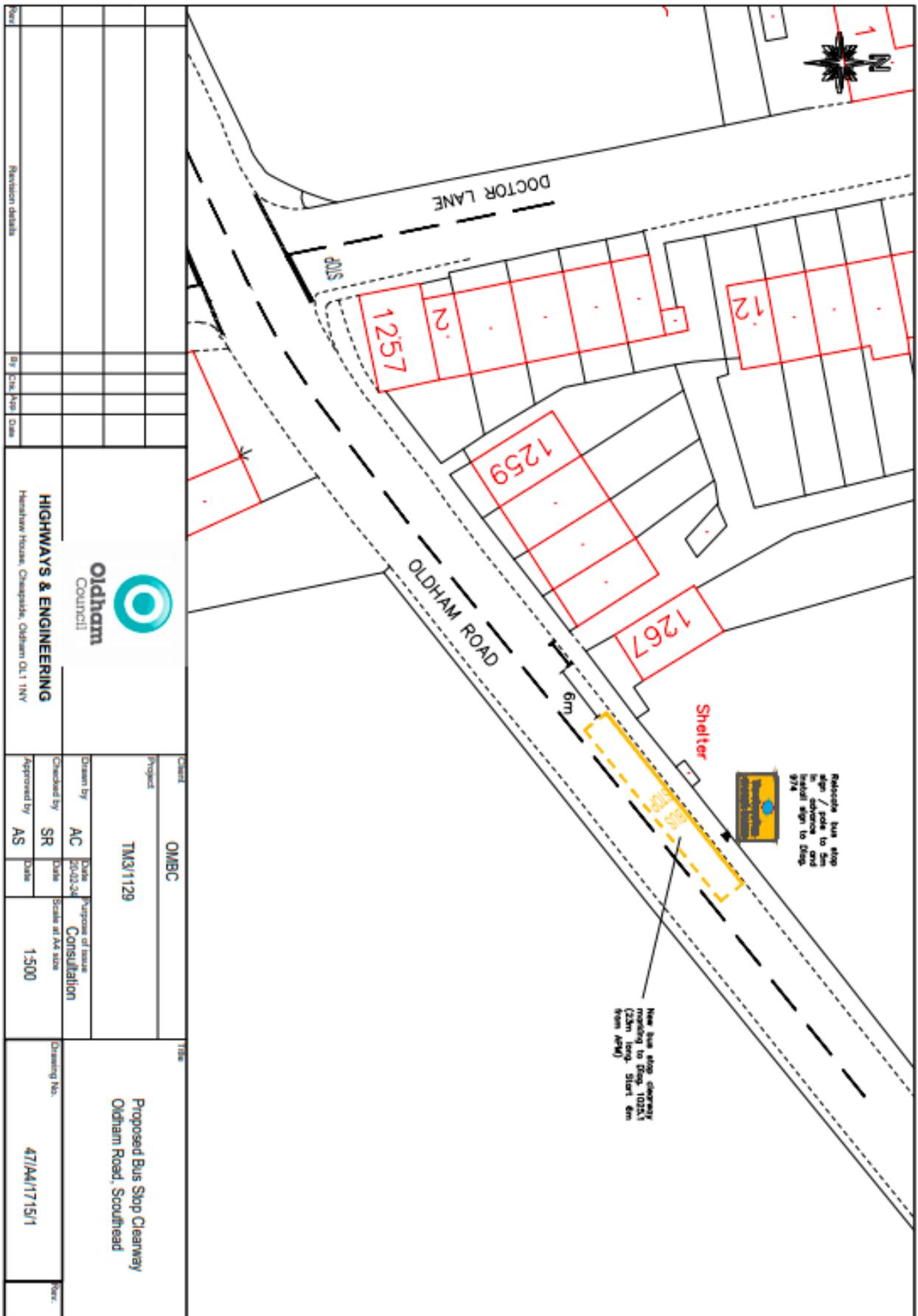
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 10 May 2024	

In consultation with Director of Environment



Signed :

Date: 20.05.2024



<p><b>Oldham Council</b></p> <p><b>HIGHWAYS &amp; ENGINEERING</b></p> <p>Headrow House, Chapelside, Oldham OL1 1NY</p>		<p>Client: <b>OMBC</b></p> <p>Project: <b>TM3/1129</b></p>		<p>Scale: <b>1:500</b></p>	
<p>Drawn by: <b>AC</b> Date: <b>20/03/24</b></p> <p>Checked by: <b>SR</b> Date: <b>20/03/24</b></p> <p>Approved by: <b>AS</b> Date: <b>20/03/24</b></p>		<p>Purpose of Issue: <b>Consultation</b></p>		<p>Drawing No: <b>47/M/1715/1</b></p>	
<p>Proposed Bus Stop Clearway Oldham Road, Scouthead</p>					
<p>Revision details</p>					
<p>By: <b>Paul Kay</b> Date:</p>					

T:\03 TEAM RESOURCE\Traffic & Network Mando1 Traffic\Traffic Files QMS\TM Files\TM3 TR08\TM3-1129 Oldham Road, Scouthead - Bus Stop Clearway\Drawing.dwg