

## **Delegated Officer Report**

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

**Date of Decision:** 15 May 2024

**Subject:** Grant Acceptance: City Region Sustainable Transport Settlement (CRSTS) – Bus Pinch Point, Ashton Road West/Lord Lane, Failsworth

**Report Author:** Eleanor Sykes

**Ward (s):** Failsworth West / Failsworth East

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**Reason for the decision:**

This report seeks the grant acceptance of £61,080 of City Region Sustainable Transport Settlement (CRSTS) funding to develop a 'Bus Pinch Point Scheme' for the Ashton Road West/Lord Lane Roundabout to improve the efficiency of the junction for buses and improve pedestrian facilities across, and in the vicinity of the junction.

**Summary:**

The existing roundabout layout at Ashton Road West / Lord Lane, Failsworth has the following identified issues:

- Difficulty for buses turning right out of Lord Lane to Ashton Road West causes bus delay, especially at peak times.
- The 4-arm mini roundabout is difficult to negotiate for motorists and pedestrians.
- The confined area doesn't give adequate space for motorists to safely make manoeuvres.
- There are too many vehicle manoeuvres for pedestrians to observe before deciding to cross.
- The existing crossing points are almost at the roundabout, which doesn't give drivers sufficient time to observe pedestrians who have started to cross.
- There have been two accidents recorded at the roundabout in the last 5 years

resulting in 3 slight injuries. These have resulted from negotiating manoeuvres.

Oldham Council has now secured capital funding of £61,080, via the CRSTS Bus Pinch Point Programme, to develop and design the scheme during 2024/25.

This funding will cover staff time spent on design and consultation, relevant surveys, and design input from TfGM Urban Traffic Control (UTC) as we consider installing a 4-arm signalised junction to address the issues highlighted above.

The scheme will be subject to full business case approval (which will be prepared by TfGM) to demonstrate the strategic and economic case.

Assuming an approval is secured, capital funding for delivery of the scheme will be released and Oldham Council would deliver the scheme on behalf of TfGM in the 2025/26 financial year.

Given the location close to Failsworth town centre shops, health, community, and leisure facilities, the developed scheme is likely to improve efficiency of the junction for traffic whilst also providing much needed pedestrian facilities to improve the safety of pedestrians using the area.

Consultation with ward members and the surrounding properties will be undertaken in due course as the scheme design and process progresses.

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):***

Option 1:

- That the grant offer from the City Region Sustainable Transport Settlement (CRSTS) Bus Pinch Point Programme be accepted and included in the capital programme for 2024/25 financial year to enable the development of this scheme.

Option 2:

- Do not accept the grant and retain the existing junction and the associated delays to buses and safety concerns.

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted.**

Oldham Council Highways and Strategic Transport colleagues have been liaising with colleagues in the TfGM Bus Programme Team to identify locations across Oldham where buses experience delays due to 'bus pinch points', whether these are parking, junction, timing, or other issues.

Bus operators have also fed into this process to highlight issues and bus/route timings have also provided valuable data.

The schemes coming forward across Oldham vary from relatively low-level interventions dealing with parking issues through TRO's to larger scale schemes such as junction improvements, such as the subject of this report, and 'Red Routes' (a 'no stopping' restriction on major routes designed to keep traffic and public transport moving to prevent delays for everyone, including bus passengers, and improve safety for pedestrians and cyclists), which will be the subject of a Cabinet report in July.

Bus Pinch Point schemes, along with other schemes within TfGM's Bus Programme, are designed to improve public transport journeys for customers through improved efficiency and punctuality through to improved comfort waiting for and on the bus and other ticketing improvements. alongside Bus Franchising this wide-ranging package of measures ultimately aims to improve patronage on buses and revenue overall to reinvest into the network.

Wider consultation with ward members and local residents (if required) will take place in due course for this scheme as we get further along with the process.

**Recommendation(s):**

Option 1:

- That the grant offer from the City Region Sustainable Transport Settlement (CRSTS) Bus Pinch Point Programme be accepted and included in the capital programme for 2024/25 financial year to enable the development of this scheme.

**Implications:**

*What are the **financial** implications?*

The Council has been awarded £61.8k of City Region Sustainable Transport Settlement (CRSTS) funding to develop and design the Bus Pinchpoint scheme at Ashton Road West/Lord Lane, Failsworth. This report outlines the acceptance of the grant.

This will be funded from within the 2024/25 Transport Capital Programme and will be financed by CRSTS funding.

In the event of additional funding needed to finance this stage of the scheme, a request will be made to TfGM to increase the grant.

(John Edisbury)

*What are the **legal** implications?*

Previous CRSTS projects have been accompanied by an explanation that there is a strategic partnership with individual projects being dealt with and progressed in a particular way. Assuming that the model applies here it is necessary to ensure adherence to the CRSTS rules. Moreover if this amounts to utilisation of an external framework then paragraphs 8.1.1 to 8.1.4 of section 4G must be satisfied and the Procurement Department will no doubt have confirmed compliance with the relevant criteria.

Within the constitution there are limited provisions as to grant arrangements; little applies to incoming grant monies although there must be abidance with the rules of the grant scheme. It seems that the Council itself is not distributing any grant monies to a third party in which case there are no grant rules which apply.

All the usual empowerment, delegation of authority and budgetary considerations will apply. Given the value of £61,080 there is no need to execute any agreement by means of a deed because of paragraph 14.8 of the Contract Procurement Rules within Part 4G of the Constitution.

What is stated is that the design and project management of the scheme is being dealt with internally within the Council. However, presumably the works themselves will be outsourced and if so the procurement aspects must be considered and advice sought from the Procurement Department.

It will be necessary to ensure that any works contract stipulates what the Council requires and that the works meet the overall scheme and its relevant component parts in order to support the funding application.

(Mike Bentley – Consultant & Locum Solicitor, Commercial Team, Legal Department)

What are the **procurement** implications?

There are no procurement implications. However, should there be third party requirement to undertake any associated works or services, this will be subject to both the Council's CPR's and also any grant funding conditions.

Dan Cheetham, Procurement

What are the **Human Resources** implications?

N/A

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

N/A

What are the **property** implications

N/A

**Risk assessments:**

The acceptance of the grant funding to develop a Bus Pinch Point Scheme at Ashton Road West./Lord Lane will provide the Council with an opportunity to decrease the numbers of incidents involving road users and assist with visibility for all road users. The service should ensure that the timescales provided by the grant funding timetable will be able to be met and then when a procurement exercise is undertaken that insurance levels are requested that meet at least the minimum level required by the Council, copies of these insurance should be retain by the Council.

Vicki Gallacher (Head of Insurance and Information Governance)

**Co-operative implications**

The proposals set out in this report will improve the quality and safety of the Ashton Road West / Lord Lane roundabout in Failsworth, for both vehicles and pedestrians. Doing this will improve perceptions and take-up of public transport and active travel, which is in line with our cooperative

agenda.

(James Mulvaney, Policy Manager)

**IT implications**

**Environmental and Health and Safety implications**

**Community cohesions, including crime and disorder implications**

N/A

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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

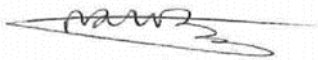
Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

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

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<b>Report Author Sign-off:</b>	
Eleanor Sykes	
<b>Date:</b> 9 May 2024	

In consultation with Deputy Chief Executive/Executive Director/ Director



Signed :

Date: 15.05.2024