

Delegated Decision Report

Decision below £250k



Subject:	Bus Stop Clearways – Various Locations
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Councillor C Goodwin, Portfolio Holder, Transport and Highways
Decision date:	02 September 2025
Report author:	Shahed Chaudhary, Engineer
Ward (s):	Alexandra, St Mary's and Saddleworth West & Lees

Reason for decision

At these locations, bus passengers can step out into the carriageway between parked vehicles and vehicles for loading, in order to be seen by the driver. Parking at these locations also affects traffic movements and visibility along the roads concerned.

If approved, the proposal would enable passengers to board and alight buses safely and improve safety for motorists using the roads.

Recommendation(s)

It is recommended that Bus Stop Clearways be introduced in accordance with the plans and schedules at the end of this report.

Background

Bus Stop Clearways at the following locations

- Glodwick Road (nr Waterloo Street), Oldham (St Mary's Ward)
- Glodwick Road (nr Roundthorn Road), Oldham (St Mary's Ward)
- Lees New Road (nr Wildmoor Avenue), Oldham (Alexandra Ward)
- Oldham Road nr Coverhill Road, Grotton (Saddleworth West and Lees Ward)
- Huddersfield Road nr Stamford Street, Oldham (Saddleworth West and Lees Ward)

At the Lees New Road and Oldham Road locations, bus passengers may have to step out into the road in order to be seen by bus drivers, to stop the bus. Cars are parked on the kerbside of the bus stop. By implementing the bus stop clearways, passengers can safely successfully request the bus to stop.

For the Huddersfield Road and both Glodwick Road locations, although there are no-waiting restrictions at each bus stop location, vehicles for disabled and vehicles for loading may be parked on the kerbside of the bus stop. At these locations, bus passengers may have to step out into the road to be seen by bus drivers, to stop the bus. By implementing the bus stop clearways, passengers can safely successfully request the bus to stop.

Alternative option(s) to be considered

Option 1: To approve the recommendation.

Option 2: Not to approve the recommendation.

Consultation

The Ward Members have been consulted and no comments have been received.

G.M.P. View - The Chief Constable has been consulted and the only one I have a slight issue with is Huddersfield Road near to Hollins Road. The Bus Stops are nearly opposite each other. Do you know how regular they are and if they are a timing point?

I have referred the Bus stop on Huddersfield Road to Clair Leeming at TfGM for her attention as I was not happy with the location. It had been previously agreed by Trevor Gibson.

Andy Cowell is also dealing. I have provisionally said yes but I think a site visit is being arranged.

Response to GMP Comments

At a meeting on site between GMP, TfGM (Clair Leeming) and Oldham Traffic Team (Andy Cowell), it was decided that there is no better location to site the bus stop as the present location and it was agreed to proceed with the design proposals.

T.f.G.M. View - The Director General has been consulted and on behalf of the Bus Team we fully support these proposals as prevents parking and allows for buses to access the bus stop ensuring accessibility for passengers.

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

TfGM have commissioned Oldham Council to undertake design work for improvement to footways in the vicinity of a number of bus stops. The commission development of Traffic Orders and providing a cost for the works to be undertaken. TfGM would be financing the eventual implementation of the improvements through the CRSTS fund. There is risk associated with the funding not being available from TfGM, leading to the bus stop improvements and bus stop clearways not being implemented even though the Traffic Orders could be in place.

Implications

Financial	<p>The cost of introducing the Order is shown below:</p> <table border="1" data-bbox="581 321 1222 426"> <tr> <td>Notice of Intent</td><td>£500</td></tr> <tr> <td>Introduction of Road Markings</td><td>£2,500</td></tr> <tr> <td>TOTAL</td><td>£3,000</td></tr> </table> <p>The Council was awarded £39,350 capital funding to develop design works for 30 identified bus stops across Oldham, as part of the Bus Stop Enhancements scheme (M1412).</p> <p>The proposed scheme in this report forms part of the overall Bus Stop Enhancements scheme, which is wholly financed through City Region Sustainable Transport Settlements (CRSTS) grant funding. The works will be fully defrayed in 2025/26.</p> <p>Leonnice Wharton-Brown, Senior Accountant</p>	Notice of Intent	£500	Introduction of Road Markings	£2,500	TOTAL	£3,000
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Legal	<p>Bus stop clearways can be introduced without the need for a Traffic Regulation Order. The Council has introduced 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)</p>						
Equality impact including implications for Children and Young People	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 Numbers 47/A4/1766/1, 47/A4/1767/1, 47/A4/1768/1, 47/A4/1769/1 and 47/A4/1770/1

No Stopping Order (Bus Stop Clearway)

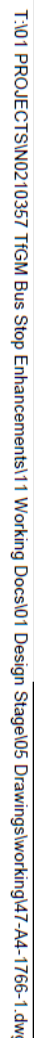
Drawing No	Length of Road	Duration	Exemptions	No Loading
47/A4/1766/1	<u>Glodwick Road (near Waterloo Street), Oldham</u> (East side) From a point 30 metres north of its junction with Waterloo Street for a distance of 23m in a northerly direction	24 Hours		
47/A4/1767/1	<u>Glodwick Road (near Roundthorn Road), Oldham</u> (North east side) From a point 54 metres north-west of its junction with Roundthorn Road for a distance of 23 metres in a north westerly direction	24 Hours		
47/A4/1768/1	<u>Lees New Road, Delph</u> (North west side) From a point 133 metres north east of its junction with Wildmoor Avenue for a distance of 23m in a north easterly direction	24 Hours		

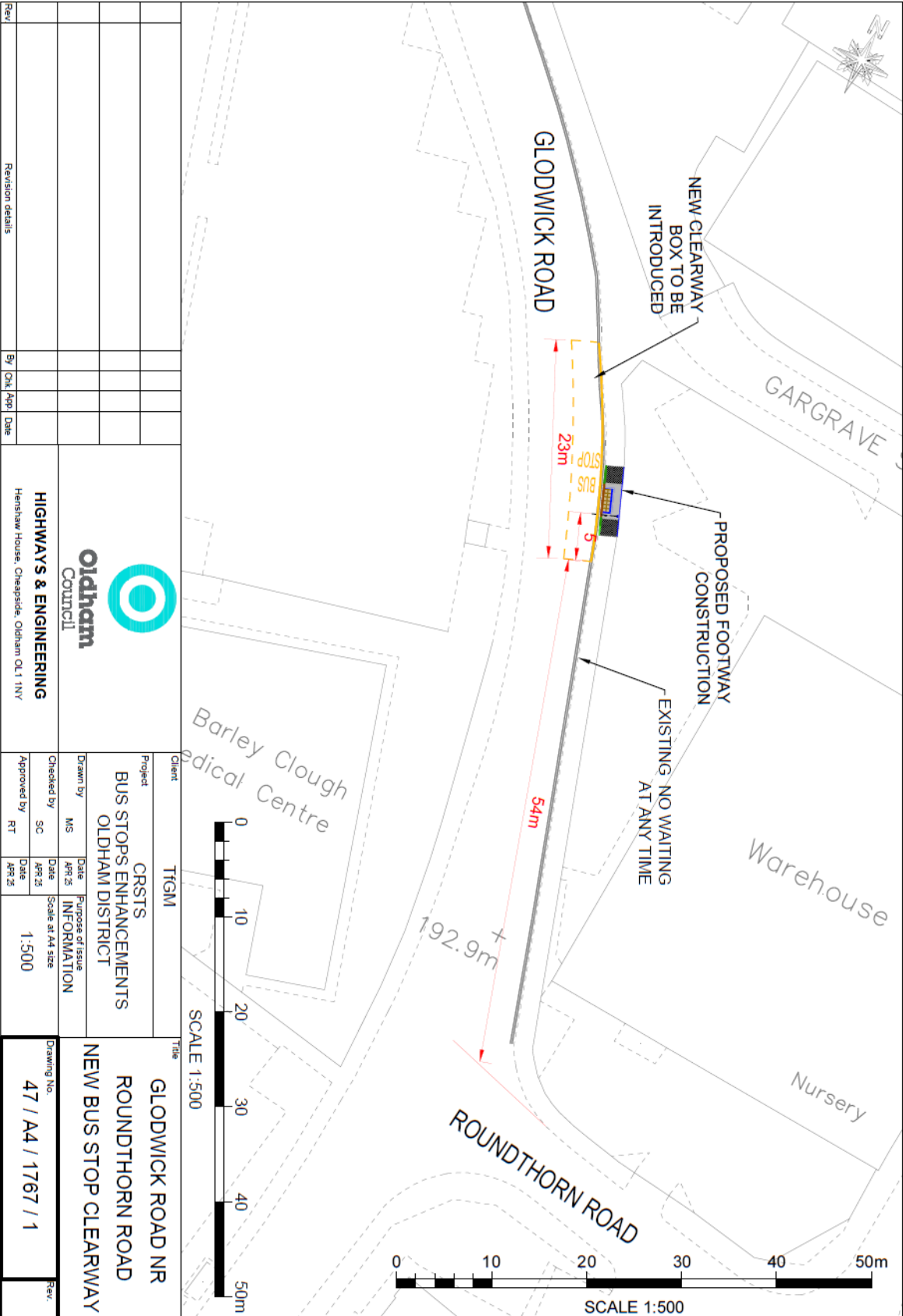
47/A4/1769/1	<u>Oldham Road, Grotton</u> (North side) From a point 11.5 metres east of its junction with Hillside Avenue for a distance of 23m in an easterly direction	24 Hours		
47/A4/1770/1	<u>Huddersfield Road, Oldham</u> (North east side) From a point 9.5 metres south east of its junction with Hollins Road for a distance of 23m in a south easterly direction	24 Hours		

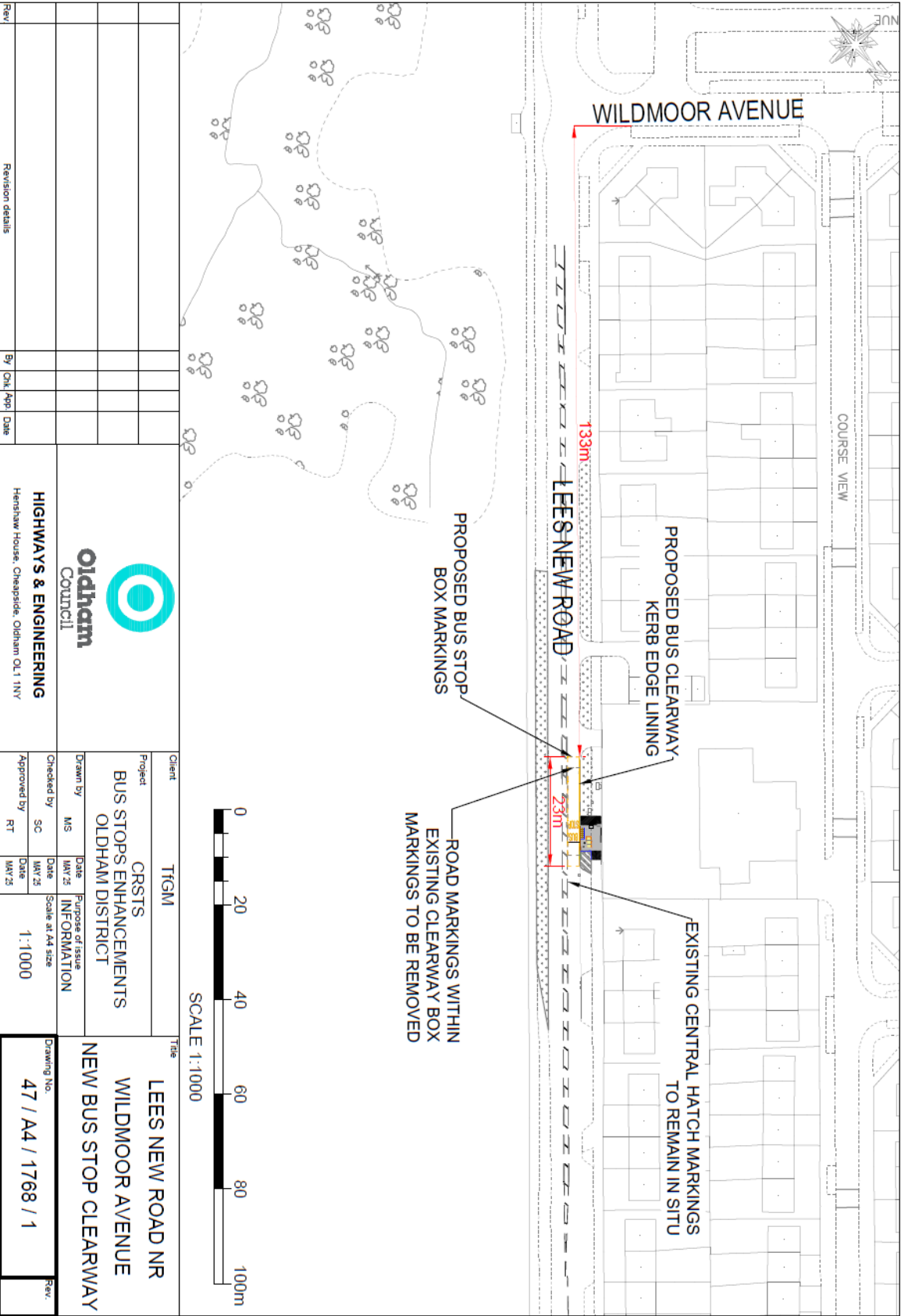
There are no background papers for this report

Report author sign-off	Shahed Chaudhary
Role	Highway Engineer
Date of sign-off	8 July 2025

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	02 September 2025







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