

Annex 4

Oldham Metropolitan Borough Council



Linkages to Oldham's Unitary Development Plan

A4.1 Oldham's UDP review began in Spring 2000. A draft Plan is expected to go on deposit in Spring 2001 and a final plan adopted in late 2003. UDP policies and allocations are being drawn up under the principles of sustainable development, social inclusion and Best Value.

A4.2 The review will consider: focus locations and public accessibility data; the impact of initiatives such as the M60 Extension, Central Bus Station, QBCs and conversion of the Oldham Loop rail line to Metrolink; and potential park and ride sites. The search for sites will be done in accordance with the sequential approaches in Planning Policy Guidance Notes 3, 6 and 13. Oldham's minimum parking standards will be reviewed to reflect recommended maximum standards. Arrangements for encouraging travel plan adoption and securing developer contributions to transport, such as the dual use of private out-of-centre retail car parks for park and ride, will be reviewed and an appropriate policy framework established.

Role as Highway/Planning Authority

A4.3 The Council uses its duties and powers to implement sustainable land use and transportation policies. It manages parking spaces, provides for special parking needs, and will take on decriminalised parking enforcement powers by September 2001. Parking restrictions and charging rates are used to support Council policy of discouraging commuter parking. Traffic Orders are used to redistribute road space to sustainable modes and to extend the network of cycle tracks, Rights of Way and bridleways.

A4.4 The Council works alongside GMPTA, GMPTE and operators to improve public transport and is assembling land for pedestrian and cycle links, park and ride and interchange facilities along Oldham's proposed Metrolink route. It also encourages and assists other organisations, including Oldham Hospital, Oldham College and West Pennine Health Authority, to develop travel plans and is working to eliminate or minimise disabling barriers on the transport network. It is also carrying out, and implementing the recommendations of, Best Value reviews of its transport functions.

Regeneration programmes

A4.5 Funding has been secured for several regeneration programmes which include transport improvements, particularly for sustainable modes, including the town centre (ERDF), Oldham Broadway Strategic Employment Area (ERDF), Limehurst (Estate Renewal Challenge Funding), Fitton Hill (New Deal for Communities) and Glodwick (SRB). The recently completed Westwood SRB programme included traffic calming and cycleways.

A4.6 A Round 6 SRB bid of £20.25 million over a seven-year period commencing 2000/01 has been made for the A62 corridor between the town centre and Hollinwood. It contains important public transport routes between Oldham and Manchester, which the A62 QBC initiative and Metrolink proposals will greatly enhance. The corridor has been the subject of a DETR study into how to develop corridors to promote sustainable accessibility. The SRB scheme will explore this in practice.

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The Peak District National Park within Oldham

A4.7 Part of the Oldham Borough lies within the Peak District National Park and this Authority is a member of the Peak Park Transport Forum. As a Forum member, Oldham has been involved in the development of the South Pennines Integrated Transport Strategy (SPITS). The key aims of SPITS are concerned with safeguarding the National Park environment, reducing transport impacts and ensuring access for all.

A4.8 Oldham Council has introduced weekend parking charges at Dovestone Reservoir, a popular visitor site, to reduce the impacts of uncontrolled visitor parking. These charges were introduced as part of a wider car park management strategy for Saddleworth tourist attractions. Oldham's 2000/01 local safety programme includes a scheme on the A635 Holmfirth Road across the Peak Park. Oldham Council will bring forward further measures to achieve the objectives of SPITS wherever possible.

Implementation programme 2001/02-2005/06

A4.9 Oldham's five-year LTP bid is in Table A4.1 and Oldham's LTP finance forms. The forms show only the LTP bid in the individual years 2001/02-2005/06, with any anticipated contributions (Council or other), reflected in the net and gross costs respectively. The Authority's supplement to previous local transport settlements is shown in the individual years 1997/08-2000/01, with contributions from other sources reflected in the gross total cost. In 1999/00, the Authority's supplement was £1.2 million, with another £2.2 million secured from other sources. The Council believes that the settlement should be sufficient to fund its entire transport capital programme, and calls on Government to rectify this situation in making the LTP settlement. The outputs in LTP-F4 in all years relate to local transport capital resources only. A local document detailing how LTP objectives will be delivered in Oldham should be available by late 2000.

Table A 4.1: Five-Year LTP bid (£000s)

Programme area	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Lower bid level						
Bridges/structures	2019	1480	920	1505	1390	7314
Principal carriageway maintenance	881	1420	1980	1395	1510	7186
Minor works	571	571	571	571	571	2855
Local safety schemes	787	787	787	787	787	3935
Sub-total	4258	4258	4258	4258	4258	21290
Minor highway schemes additional 20%	115	115	115	115	115	575
Local safety schemes additional 20%	158	158	158	158	158	790
Total	4531	4531	4531	4531	4531	22655

Integrated transport: minor works and Local Safety Scheme programmes 2001/02-2005/06

A4.10 The programmes in Tables A4.2 and A4.3 are based on the assumption of an overall 40% increase in resource allocation for the Integrated Transport element of LTPs in line with the existing Comprehensive Spending Review (CSR). Any additional resources from the next CSR will allow the Council to bring forward further minor works to encourage the safe use of alternative modes to the car, and to accelerate the local safety scheme programme.

Minor works programme

A4.11 The minor works programme (Table A4.2) reflects;

- *Council priorities for transport, mainly road user safety, particularly children, and the promotion of sustainable alternatives to the car*
- *priorities emerging through LTP consultation, mainly improving public transport and reducing traffic, accidents, the need to travel and the environmental impacts of traffic*
- *aims of other strategies, including the Oldham Framework, Agenda 21 Plan, Oldham Health and Environment Strategy and the West Pennine Health Improvement Programme*

A4.12 The Pedestrian Priority Strategy includes pelican crossings, 20mph zones, Home Zones and street lighting. A study into the potential for further park and ride sites will be undertaken in 2001/02, with schemes brought forward subsequently, primarily using private funding. The Town Centre Strategy will maximise access for sustainable modes and provide cycle, motorcycle and disabled parking facilities, complementing initiatives such as the proposed Metrolink extension, Central Bus Station and the major Oldham Way Improvement Scheme, which has provided safer, more direct, pedestrian and cyclist access to the centre, and facilitated the removal of through traffic. The B6194 Lees New Road Extension will remove traffic from Lees Centre and provide access to a key housing site. It will be funded mainly by developer contributions. Schemes identified during the local safety assessment procedure which do not satisfy the selection criteria, but have clear safety benefits, will be undertaken.

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Table A 4.2: Minor works programme 2001/02-2005/06 (£000s)

Programme area	2001/02	2002/03	2003/04	2004/05	2005/06	Total	Other funding
Public Transport	QBCs, Central Bus Station and Metrolink listed elsewhere						
Pedestrian priority strategy	156	146	96	151	156	705	
Traffic calming	45	45	50	50	50	240	
OMBC Green Transport Plan	15	15	10	20	20	80	
Safer routes to schools	75	75	75	75	85	385	
Cycle Network	40	25	30	50	60	205	
Park and Ride study/schemes	20	20	20	20	20	100	Private
Town Centre transport strategy	95	60	50	100	100	405	ERDF Private
Highway safety improvements	40	100	20	25	25	215	
Highway initiatives - regeneration	25	25	0	0	30	80	
Lees New Road extension	0	0	195	55	0	250	Private
Scheme design	20	20	20	20	20	100	
PRN Signing	35	35	0	0	0	70	
GMLTP preparation	5	5	5	5	5	25	
Sub total	571	571	571	571	571	2855	
Additional 20%	115	115	115	115	115	575	
Total	686	686	686	686	686	3430	

Local Safety Scheme Programme

A4.13 The local safety scheme programme aims to achieve maximum casualty reduction from the resources available in pursuance of the adopted local targets. The scheme selection, assessment and prioritisation method is described in the Greater Manchester Road Safety Strategy. Year 1 schemes, the existing casualty record, proposed measures, scheme cost and predicted outcomes are shown in Table A4.3. These schemes are estimated to reduce the annual number of casualties in Oldham by 67.2. The anticipated performance of each scheme has been assessed according to the following criteria:

- *the reduction of killed and seriously injured casualties*
- *the reduction of child casualties*
- *the reduction of pedestrian and pedal cycle casualties*
- *the effect on the safety of school journeys*

A4.14 The likely casualty reduction contribution of each scheme to these priorities is shown in Table A4.3, including where child casualty savings are expected. All schemes should also contribute to the reduction of slight casualties, including car occupants. The predicted outcome also indicates the nature of the problem at each site in terms of casualty severity and road user type and age (ie child or adult).

Table A 4.3: Local safety scheme programme 2001/02

Scheme type/location	No. of casualties (3 years)			Proposed measures	Est-cost £000s	Predicted outcomes				
	K S I	SI	T Ch			Annual casualty saving	Reduction of			Safer School Routes
							K SI Cas	Child Cas	Ped & Cyc Cas	
See Note					1				2	
Single Sites										
A663 Broadway/A671 Oldham Road	-	10	10 (4)	Junction improvement (Note 3)	30	1.50	-	✓	✓	✓
A627 Ashton Road/Falcon Street	4	9	13 (1)	Pelican modifications (Note 3)	25	1.80	✓	-	✓	-
A627 Ashton Road/Chamber Road	-	16	16 (5)	Pedestrian facilities (Note 3)	19	2.40	-	✓	-	-
A671 Rochdale Road/St Mary's Way	-	14	14 (5)	Traffic signals modifications (Note 3)	8	2.00	-	-	-	✓
Ashton Rd East/Cutler Hill Road/Failsworth Road/Westminster Road	-	19	19 (2)	Mini-roundabouts 35 Anti-skid surfacing	4.00	-	-	-	-	
Small schemes	-	-	-	To be determined	12	1.80 (Note 4)	-	-	-	-
Route Action A62 Huddersfield Road	4 (3)	23	27	Pelican modification TROs (Note 3)	60 (44)	4.50	✓	-	✓	-
A62 Oldham Road & Huddersfield Road, Delph	4	30	34 (3)	Highlight bends Speed limit review	17	1.80	✓	-	-	-
A663 Milnrow Road	2	11	13 (0)	Highlight bends	4	1.30	✓	-	-	-
A6104 Hollins Road	6	31	37 (10)	Mini-rbts, pedestrian refuges, TROs (Note 3)	75 (60)	6.40	✓	✓	✓	-
Roman Road	-	11	1 (5)	Speed cushions (Note 6)	30	2.00	-	✓	✓	✓
Rochdale Lane and Sandy Lane	1	7	8 (1)	Traffic calming (Note 6)	17 Note 5	1.00	-	-	✓	✓
Lees New Road, Holts	6	22	28 (7)	Mini-roundabouts 20 Highlight bend	3.50	✓	✓	-	-	
Beal Lane	3	11	14 (6)	Traffic calming (Note 6)	20	2.00	✓	✓	✓	-
Victoria Street	1	11	12 (3)	Speed cushions 15 (Note 6)	2.00 Note 5	-	✓	-	-	
Chamber Road	3	23	26 (6)	Traffic calming (Note 6)	37	4.60	✓	✓	✓	✓
Area Action Vulcan Street area	3	14	17 (9)	(All schemes - Note 6) Traffic calming	33	2.40	✓	✓	✓	✓
Long Lane and Turf Lane	-	9	9 (5)	Traffic calming	24	1.70	-	✓	✓	-
Duchess Street	3	4	7 (2)	Mini-roundabouts Road markings	13 Note 5	0.70	✓	✓	✓	✓

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Table A 4.3 (continued)

Scheme type/location	No. of casualties (3 years)			Proposed measures	Est-cost £000s	Predicted outcomes				
	K S I	SI	T Ch			Annual casualty saving	Reduction of			Safer School Routes
							K SI Cas	Child Cas	Ped & Cyc Cas	
Burnley Lane	-	6	6 (5)	Mini-roundabouts Road markings	12	1.00 (Note 7)	-	✓	✓	-
Coleridge Road	-	5	5 (4)	Traffic calming	18	1.00 (Note 7)	-	✓	✓	✓
Lord Lane & Propps Hall Drive area	3 (9)	26	29	Traffic calming, 20mph speed limit(85)	105	6.30	-	✓	✓	✓
Lower risk residential areas	-	-	-	Signs Road markings	6	0.70 (Note 4)	-	-	-	-
Mass Action				To be determined	34	2.40 (Note 4)	✓	-	✓	-
Pelican Crossing Improvements	-	-	-							
Surface Treatments - Phase 6	-	-	-	Anti-skid or other 37 surfacing	4.20	✓ (Note 4)	-	-	-	
Enforcement Camera Strategy 2001/2	-	-	-	Roadside camera 33 cabinets and publicity	4.20	✓ (Note 4)	-	-	-	
Other Expenditure										
Carry overs	-	-	-		49	-	-	-	-	-
Scheme development 2002/3+	-	-	-		31	-	-	-	-	-
Scheme monitoring	-	-	-		14	-	-	-	-	-
Road Safety Plan	-	-	-		5	-	-	-	-	-
Sub Total					787	67.2				
Further local safety schemes					158					
Total					945					

KSI - Killed and Seriously Injured

SI - Slight injuries

T - Total casualties

Ch - Child casualties (included in total above)

Notes

1. Some schemes to be completed 2002/03. Where this applies, 2001/02 expenditure given in brackets.
2. Absence of a tick in this column indicates that current casualty problem relates mainly to vehicular occupants.
3. Scheme to be integrated with QBC proposals.
4. Estimated from performance of previous schemes of this type.
5. Scheme part-funded from minor works budget. Cost stated refers to local safety scheme element only.
6. 20mph speed limit also to be considered.
7. Reduction in slight car occupant casualties not expected. (Expected with all other schemes).

A4.15 The five-year local safety scheme programme is shown by scheme type in Table A4.4. Variations in expenditure levels on various types of scheme reflect changing priorities over the plan period, with a shift from residential areas to the strategic road network and

from individual sites to a route and town centre approach, as areas of initial concern are treated. The outcomes from each of the final four years of the Plan are expected to be broadly similar to year one.

Table A 4.4: Local safety scheme programme 2001/02-2005/06

Scheme type	Expenditure (£000s)					Predicted outcomes			
	2001/02	2002/03	2003/04	2004/05	2005/06	Reduction of			Safer school routes
						KSI cas	Child cas	Ped & cyc cas	
Single sites and short urban route action									
Major junctions	38	48	59	71	82	✓	✓	✓	(✓)
Other locations	149	113	108	101	73	(✓)	✓	✓	(✓)
Route Action									
A & B class urban roads	148	160	163	165	170	✓	(✓)	✓	-
Rural roads	21	30	32	38	30	✓	-	-	-
Area Action									
Higher risk residential areas (traffic calming)	210	181	120	60	54	(✓)	✓	✓	✓
Lower risk residential areas	18	20	22	24	26	-	✓	✓	(✓)
Town centre safety packages	0	0	44	81	96	(✓)	(✓)		(✓)
Mass Action									
Pelican crossing improvements	34	41	45	47	47	✓	(✓)	✓	(✓)
Surface treatments	37	38	38	39	42	✓	-	-	-
Enforcement camera strategy	33	23	17	14	14	✓	-	-	-
Other expenditure									
Casualty reduction element of minor works schemes	0	20	20	25	30	-	-	-	-
Schemes arising from monitoring implemented schemes	0	12	18	24	24	-	-	-	-
Carry overs	49	45	45	39	35	-	-	-	-
Scheme development for future years	31	33	33	34	36	-	-	-	-
Scheme monitoring	14	17	17	18	20	-	-	-	-
Road Safety Plan	5	6	6	7	8	-	-	-	-
Sub Total	787	787	787	787	787				
Further local safety schemes	158	158	158	158	158				
Total	945	945	945	945	945				

Note: Less significant outcomes in brackets

Capital maintenance of Principal Roads, highway structures and bridges

A4.16 Details of this authority's maintenance bid are included in the capital maintenance supporting document submitted with the LTP which must be read in conjunction with the paragraphs on maintenance below.

A4.17 Oldham is a Best Value trial authority for highway maintenance and participates in several Benchmarking Clubs to determine Best Value criteria. Schemes will be undertaken using the most appropriate and cost effective construction methods.

A4.18 Following discussions between Government officials and Greater Manchester officers, it was extremely disappointing that no allocation of finance was made to take account of the many retaining walls in poor condition for which this Council is responsible. Indeed, it should be noted that Oldham's 2000/01 LTP maintenance settlement represented a 50% reduction on the 1999/00 allocation.

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Table A4.5: Capital maintenance five-year programme (£000s)

	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Capital maintenance	2900	2900	2900	2900	2900	14500

A4.19 Oldham would use any additional maintenance resources made available by Government to accelerate its maintenance programme and reduce unacceptable programme delays resulting from previous underfunding, particularly those due to the omission of retaining walls in the 2000/01 settlement calculation. A settlement of three times that of 2000/01 would return the Authority to the position it would have achieved in its programme, had highway retaining walls been taken into account last year. Additional resources would also enable work to be undertaken more efficiently through economies of scale achieved by undertaking larger schemes.

A4.20 Local priorities for assessing and strengthening bridges and other highway structures, including retaining walls, have been determined using the Greater Manchester Common Maintenance Strategy priorities. The resulting programme supports LTP objectives and complements ongoing QBC schemes, with five bridge and five retaining wall schemes identified on the A62/A669 QBC. Recognising the need for ongoing maintenance as a means of effective bridge management, Oldham has identified maintenance schemes on the primary route network and A62/A669 QBC. Increased funding would allow their implementation within the five-year programme as priority strengthenings are completed.

A4.21 Delays by Railtrack in assessing their structures make it difficult to determine which structures receive attention. One further Railtrack bridge, on a principal road, is expected to fail its assessment.

Transport revenue expenditure

A4.22 The Council supports its transport capital programme with significant revenue expenditure; £9.9 million is programmed in 2000/01 (Table A4.6). Footway resurfacing is a particular priority, reflecting traditionally low car ownership in Oldham.

Table A4.6: Transport revenue expenditure

Revenue expenditure	2000/01 £000s
Structural maintenance	2126
Street lighting maintenance	660
Street lighting energy	478
Cyclic maintenance	1952
Winter maintenance	712
Bridges/structures maintenance	115
Traffic management and safety	261
Urban Traffic Control	220
Greater Manchester Transportation Unit	61
Road safety education	217
School Crossing Patrol Service	298
Car parking	848
Insurance	290
Other	1637
Total	9875