

## DELEGATED ITEM

# Bullcote Lane - Highway Widening and Safety Scheme

## Report to Executive Director, Commercial Services

Portfolio Holder : Councillor D Hibbert – Environment and Housing

Officer Contact : Gary Sutcliffe  
Ext. 3046

### **Purpose of Report**

The purpose of this report is to seek approval for the introduction of highway safety measures on Bullcote Lane at the sharp, narrow bend adjacent to Intake Farm. The measures are intended to improve road safety in this area and reduce the risk of injuries sustained by all road users, particularly pedestrians and cyclists.

### **Executive Summary**

Bullcote Lane, (with Cop Road) forms an unclassified single carriageway link between Heyside and Sholver. Apart from a short section along Cop Road there are no footways along the route which, for its most part is narrow, winding and rural in character. The entire route has a speed limit of 30mph.

During 2008 a Safety Scheme was introduced along Bullcote Lane and Cop Road that included the introduction of a pedestrian footway and traffic signals to control one-way movements along the narrowest section of Cop Road. In conjunction with these works, a short section of traffic calming along the approach from Sholver and improvements to signs and lines along Bullcote Lane from its junction with Heyside, were introduced.



**Oldham**  
Council

The safety measures introduced along and adjacent to Bullcote Lane have proved to be successful in reducing accidents and improving road safety in the area. This has resulted in the route becoming more popular with pedestrians, particularly schoolchildren attending Royton and Crompton School.

A section of Bullcote Lane adjacent to Intake Farm has been identified where the existing narrow alignment coupled with the sharpness of the associated bend creates poor forward visibility and introduces increased risk of vehicular and pedestrian conflict. The presence of this substandard arrangement is now a cause of concern owing to the increase in pedestrian volumes in recent years.

**Recommendation**

It is recommended that the improved alignment and road safety proposals along the bend at Intake Farm, shown on Drawing No 1049168 -0000-B-901, are approved.

**Bullcote Lane - Highway Widening and Safety Scheme****1 Background and Current Position**

- 1.1 During 2008 a Safety Scheme was introduced along Bullcote Lane and Cop Road that included the introduction of a pedestrian footway and traffic signals to control one-way movements along the narrowest section of Cop Road. In conjunction with these works, a short section of traffic calming along the approach from Sholver and improvements to signs and lines along Bullcote Lane from its junction with Heyside, were also introduced.
- 1.2 In tandem with the works along Cop Road and Bullcote Lane, the signalisation of the Heyside junction took place the following year. These safety measures included the provision of full pedestrian facilities.
- 1.3 The safety measures introduced along and adjacent to Bullcote Lane have proved to be successful in reducing accidents and improving road safety in the area. This has resulted in the route becoming more popular with pedestrians, particularly schoolchildren attending Royton and Crompton School.
- 1.4 A section of Bullcote Lane adjacent to Intake Farm has been identified where the existing narrow alignment coupled with the sharpness of the associated bend creates poor forward visibility and introduces increased risk of vehicular and pedestrian conflict.
- 1.5 The highway safety scheme now proposed to address these issues requires the acquisition of private land; Unity, on behalf of Oldham Council is pursuing this aspect of the scheme with the local landowner which is covered in a separate report.

**2 Existing Site Conditions**

- 2.1 Bullcote Lane, (with Cop Road) forms an unclassified single carriageway link between Heyside and Sholver. Apart from a short section along Cop Road there are no footways along the route which, for its most part is narrow, rural in character with sections having sharp bends and poor visibility. The entire route has a speed limit of 30mph enforced by street lighting or repeater signs. See the location plan 1049168-0000-B-902 attached.
- 2.2 One of the more severe bends is located adjacent to Intake Farm where the road is less than four metres wide and there are no footway facilities for pedestrians. At this point forward visibility is greatly reduced due to the severity of the bend and the height of the verge along the inside of the radius. Pedestrians are particularly vulnerable at this location, especially at school opening and closing times when the concentration of schoolchildren is at its greatest.

2.3 Additionally, this section of the route effectively forms a pinchpoint where vehicles often find it difficult to pass without first reversing before giving way to each other. This activity alone creates further risks to pedestrians.

2.4 The private access to Intake Farm joins Bullcote Lane on the outside of this bend which is often used as an overrun area by wider vehicles travelling towards Heyside.

### **3 Traffic Volumes and Flow Characteristics**

3.1 The average two-way weekday traffic flow is approximately 3,200 vehicles comprising of cars and light goods vehicles. The flow is tidal with the AM peak in the west bound direction and the PM peak in the east bound.

3.2 Site observations and surveys have been carried out indicating that pedestrian flows are similarly tidal with volumes of up to 30 per hour at peak times, comprising mainly of schoolchildren.

3.3 This combination of characteristics results in a situation where the highest traffic flows, are approaching pedestrians from behind, along the whole of the route during the peaks.

### **4 The Road Traffic Injury Accidents Record**

4.1 Currently there is not an injury accident problem along the route; however there have been a number of near misses reported by the public, particularly at the most severe bend described above.

### **5 Proposals and Justification**

5.1 The proposals, listed below and indicated on Drawing Number 1049168 - 0000-B-901, have been designed to reduce the risk of pedestrian / vehicle conflict and the potential for crashes, personal injuries and high risk manoeuvres at the sharp, narrow bend, adjacent to Intake Farm:

- (i) Construction of a retaining structure and associated accommodation works

Due to the very substandard horizontal and vertical alignments of the existing carriageway any increase in road width will require the construction of a retaining structure to support the adjacent verge and maintain adequate sightlines.

- (ii) Widening of Bullcote Lane to up to 6 metres within the bend

The existing road at this point is less than 4 metres wide and is unable to safely accommodate the passage of two-way traffic. Widening the road to 5 metres will provide sufficient width for low volumes of cars and light goods vehicles to safely negotiate the bend.

- (iii) Provision of a 1.8 metre wide footway along the inside of the bend

The provision of a footway will remove the presence of pedestrians in the road and provide the space for the placement of the proposed lighting columns (see (v) below).

- (iv) Installation of traffic calming measures at the bend (See Schedule 1)

The highway improvements described above will improve the facilities for both pedestrians and vehicles around the bend; however, the increase in road width and improvements to sightlines may encourage higher traffic speeds that would be inappropriate for the route either side of the bend that, as a consequence, increase the risk of injury to vulnerable road users.

Consequently, three pairs of speed cushions, with associated signing are proposed both on the approach and within the bend to ensure that drivers maintain lower speeds throughout the new alignment.

Speed cushions, rather than speed tables are preferred at this location as there will create less environmental impact in the form of airborne vibration than conventional road humps.

- (v) Installation of a system of street lighting at the bend

In accordance with The Highways (Road Hump) Regulations 1999, the introduction of traffic calming measures requires the installation of a system of street lighting over the extent of the features.

## **6 Consultations**

- 6.1 GMP View - The Chief Constable has been consulted and supports this proposal.
- 6.2 TfGM View - The Director General has been consulted and has no comment on this proposal.
- 6.3 GM Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 6.4 NW Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.
- 6.5 The owners/occupiers of the two properties, either side of the bend have been consulted regarding the proposals by letter dated 10 July 2013.

## **7 Comments of Ward Councillors**

- 7.1 The Ward Councillors have been consulted and no comments were received.

## 8 Financial Implications

### 8.1 Summary Implications

	<b>Budget</b>	<b>Report</b>	<b>Variance</b>
	<b>£'000s</b>	<b>Implications</b>	<b>£'000s</b>
		<b>£'000s</b>	
<b>Capital</b>	250	250	0
Financed by:			
LTP	-250	-250	0
<b>Total Capital Implication</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Revenue - on-going maintenance costs</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Total Revenue Implications</b>	<b>0</b>	<b>1</b>	<b>1</b>

### 8.2 Capital Implications

8.2.1 The safety scheme is included as a capital project (Highway, drainage and safety scheme at Bullcote Lane M0449) within the Neighbourhoods - Transport capital programme for 2013/14 and is funded from LTP to the value of £250k. £2k was spent in 12/13, leaving a remaining budget in 13/14 of £248k.

8.2.2 A breakdown of the estimated capital cost of the works is shown below:

<b>Construction Works –</b>	
Retaining Structure	150,000
Highway Works	61,000
Street Lighting	12,000
Drainage	5,000
Land Acquisition	2,000
	<u>230,000</u>
Unity Fees	20,000
<b>Total scheme costs</b>	<b>250,000</b>

8.2.3 The estimated cost for the work has been prepared by Unity during spring 2013 and includes 10% contingencies.

### 8.3 Revenue Implications

8.3.1 It is estimated that the scheme will lead to additional Street Lighting and highway maintenance costs of £500 per annum.

- 8.3.2 The additional street lighting costs will be £360 per annum for 4 lighting columns. This will be an additional charge to the Street Lighting PFI contract, therefore the budget will need to be adjusted accordingly.
- 8.3.3 The annual highway maintenance cost, which is estimated at £140, will be a charge against the Highways Operations budget. If there are pressures in this area as the year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at year end. (Jenny Large / Sadrul Alam)

## **9 Legal Services' Comments**

- 9.1 Under Section 66 of the Highways Act 1980 it is the duty of a highway authority to provide in or by the side of a highway maintainable at the public expense by them which consists of or comprises a made-up carriageway, a proper and sufficient footway as part of the highway in any case where they consider the provision of a footway as necessary or desirable for the safety or accommodation of pedestrians. The highway authority may also light, alter or remove any footway provided by them under Section 66. The power to provide or alter a footway must not be exercised so as to obstruct any premises or interfere with the carrying out of agricultural operations and the highway authority shall pay compensation to any person who sustains damage by reason of the execution of the works.
- 9.2 Section 90G of the Highways Act 1980 gives the Council authority to construct traffic calming measures in any highway it is responsible for maintaining at the public expense. The Highways (Traffic Calming) Regulations 1999 (SI 1999/1026) have been made which specify the types of traffic calming measures which can be constructed – build outs, chicanes, gateways, islands, overrun areas, pinch points and rumble devices. The Council is required to consult the Chief Officer of Police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the traffic calming work as the Council thinks fit.
- 9.3 In relation to the proposed speed cushions, the Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals. (A Evans)

## **10 Cooperative Agenda**

- 10.1 In respect of highway widening and safety scheme at Bullcote Lane there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

## **11 Human Resources Comments**

- 11.1 None.



**12 Risk Assessments**

12.1 The scheme has arisen following the identification of risks to road users (particularly school children) along Bullcote Lane.

**13 IT Implications**

13.1 None.

**14 Property Implications**

14.1 None.

**15 Procurement Implications**

15.1 None.

**16 Environmental and Health & Safety Implications**

16.1 Energy – Lower speeds, lower energy consumption. Increased power consumption from street lighting improvements.

16.2 Transport – Lower speeds, safer route.

16.3 Pollution – Lower speeds, lower pollution levels.

16.4 Consumption and Use of Resources – Lower speeds, less resources.

16.5 Built Environment – Additional road traffic signing.

16.6 Natural Environment – None.

16.7 Health and Safety – Lower speeds, improved health and safety.

**17 Equality, Community Cohesion and Crime Implications**

17.1 None.

**18 Equality Impact Assessment Completed?**

18.1 No.

**19 Key Decision**

19.1 No.

**20 Forward Plan Reference**

20.1 Not applicable.



21 **Background Papers**

21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

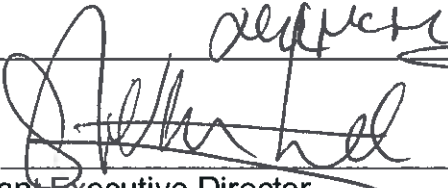

File Ref: 1049168  
 Name of File: Bullcote Lane Safety Improvements  
 Officer Name: Gary Sutcliffe  
 Contact No: 0161 770 3046

**SCHEDULE 1**

**Proposed Road Hump Types and Locations**  
**Drawing No 1049168 -0000-B-901**

Pair of Speed Cushions - Length 3.6 metres, Width 1.7 metres, Height 75mm

Road	Length
Bullcote Lane	377 metres from the B6194 Heyside 406 metres from the B6194 Heyside 435 metres from the B6194 Heyside

Signed  Assistant Executive Director Corporate Property	Dated <u>15/8/13</u>
Signed  Cabinet Member, Environment and Housing	Dated <u>15/8/13.</u>

Report Tracking	
<u>Where</u>	<u>When</u>
EMT	
Leadership	
Joint Leadership	
Overview & Scrutiny	





