

**Report to TRO Panel**

## **Ladhill Lane and Oak View Road (Ladhill Bridge), Greenfield – Objections to Traffic Regulation Order**

**Portfolio Holder:**

Councillor A Chadderton, Cabinet Member for Neighbourhoods

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:** Andrew Cowell, Traffic Engineer  
**Ext. 4377**

**16 June 2022**

**Reason for Decision**

The purpose of this report is to consider two objections to a proposal for prohibition of waiting restrictions to be introduced at Ladhill Bridge, Greenfield.

**Recommendation**

It is recommended that the objections be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

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**Ladhill Lane and Oak View Road (Ladhill Bridge), Greenfield – Objection to Traffic Regulation Order****1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at Ladhill Bridge, Greenfield,, was approved under delegated powers on 5<sup>th</sup> October 2021. The proposal was subsequently advertised and two letters of objection were received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.
- 1.3 The proposal was promoted to address issues with obstructive parking at Ladhill Bridge. The nearby Cricket Club has no dedicated car park for visitors. This results in an increase in parking activity on the roads nearby when matches are played, including in the vicinity of the bridge. The areas of concern are at each side of the bridge. Due to the physical width restriction at the bridge, which is formed with raised kerbs, motorists require space to align their vehicles with the bridge and the kerbs in order to negotiate it correctly. When vehicles are parked close to the bridge this either restricts this movement and forces motorists to mount the kerbs, or on occasions leads to the bridge becoming impassable especially for wider vehicles.

**2 Objections**

- 2.1 Two objections were received from local residents. In summary, the objectors state that they do not support the proposal as it would make the parking situation worse for them. They would prefer the bridge to be closed to vehicular traffic and would only support the proposal if a residents parking scheme was introduced. One resident also stated that they would not support the scheme unless it was extended further along Oak View Road to address other obstructive parking issues.
- 2.3 The Council appreciates that there is a lack of on-street parking for some residents. However, the Council is not responsible for providing on-street parking but has a duty in respect of road safety matters and maintaining traffic flows.
- 2.4 Unfortunately, it would not be possible to introduce a residents parking scheme in this area. Such schemes are reserved for areas which suffer from extraneous parking over a much wider area.
- 2.5 The lengths of restriction cannot be extended under this scheme now that the legal and democratic process has started. Any restrictions recommended on Oak View Road would have to be promoted under a separate scheme.
- 2.6 Proposals to close the bridge to vehicular traffic have been met with significant resistance in the past and there are currently no plans to revisit this issue. Therefore, as the bridge currently remains open to vehicular traffic, officers feel that the restrictions are necessary.

**3 Options/Alternatives**

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- 3.1 Option 1 – Introduce the proposed restrictions as advertised.
- 3.2 Option 2 – Do not introduce the proposed restrictions.
- 4 **Preferred Option**
- 4.1 The preferred option is Option 1.
- 5 **Consultation**
- 5.1 These were detailed with in the previous report.
- 6 **Comments of Saddleworth South Ward Councillors**
- 6.1 The Ward Councillors have been consulted again and Councillors Woodvine and Sheldon still support the proposal.
- 7 **Financial Implications**
- 7.1 These were dealt with in the previous report.
- 8 **Legal Services Comments**
- 8.1 These were dealt with in the previous report.
- 9 **Co-operative Agenda**
- 9.1 In respect of introducing prohibition of waiting restrictions at Ladhill Bridge, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 10 **Human Resources Comments**
- 10.1 None.
- 11 **Risk Assessments**
- 11.1 None.
- 12 **IT Implications**
- 12.1 None.
- 13 **Property Implications**
- 13.1 None.
- 14 **Procurement Implications**
- 14.1 None.
- 15 **Environmental and Health & Safety Implications**

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15.1 These were dealt with in the previous report.

16 **Equality, community cohesion and crime implications**

16.1 These were dealt with in the previous report.

17 **Equality Impact Assessment Completed?**

17.1 No

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 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:

None.

21 **Appendices**

21.1 Appendix A – Approved Mod Gov Report  
Appendix B - Copy of Representations

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**APPENDIX A**  
**APPROVED MOD GOV REPORT**



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Ladhill Lane and Oak View Road (Ladhill Bridge), Greenfield**

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer  
Ext. 4577

**4 October 2021**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions in the vicinity of Ladhill Bridge, Greenfield.

### **Recommendation**

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

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**Proposed Prohibition of Waiting – Ladhill Lane and Oakview Road (Ladhill Bridge), Greenfield**

**1 Background**

- 1.1 Ladhill Bridge is situated at the junction of Oak View Road, Ladhill Lane and Greenbridge Lane in a conservation area of Saddleworth. It is a historic bridge and is a listed structure which carries both motor vehicles and pedestrians, although there is no dedicated footway on the bridge itself. There are both width and weight restrictions applied to the bridge. Greenfield Cricket Club is located immediately south of the bridge and a representative from the Club has made a request for waiting restrictions to be installed in the vicinity of the bridge to deal with obstructive parking.
- 1.2 The Cricket Club has no dedicated car park for visitors. This results in an increase in parking activity on the roads nearby when matches are played, including in the vicinity of the bridge. The areas of concern are at each side of the bridge. Due to the physical width restriction at the bridge, which is formed with raised kerbs, motorists require space to align their vehicles with the bridge and the kerbs in order to negotiate it correctly. When vehicles are parked close to the bridge this either restricts this movement and forces motorists to mount the kerbs, or on occasions leads to the bridge becoming impassable especially for wider vehicles.
- 1.3 The proposed restrictions on the west side of the bridge will also protect two dropped kerbs used by pedestrians. If approved, the conservation type variant of the road markings will be applied which are less visually intrusive.

**2 Options/Alternatives**

- 2.1 Option 1: To approve the recommendation
- 2.2 Option 2: Not to approve the recommendation

**3 Preferred Option**

- 3.1 The preferred option is Option 1

**4 Justification**

- 4.1 The proposal will ease traffic flows across the bridge, protect the raised kerbs from damage caused by vehicles and prevent dropped kerbs from being obstructed.

**5 Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.

5.2 T.J.G.M. View - The Director General has been consulted and has no comment on this proposal.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

## 6 Comments of Saddleworth South Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor M Woodvine has no comment and will be happy to support a TRO in this area.

## 7 Financial Implications

7.1 The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
<b>Total</b>	<b>1,700</b>
Annual Maintenance Cost (calculated April 2021)	100

7.2 The advertising and road marking costs of £1,700 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end.

(Nigel Howard)

## 8 Legal Services Comments

8.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.



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8.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

## 9 Co-operative Agenda

9.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

## 10 Human Resources Comments

10.1 None.

## 11 Risk Assessments

11.1 None.

## 12 IT Implications

12.1 None.

## 13 Property Implications

13.1 None.

## 14 Procurement Implications

14.1 None.

## 15 Environmental and Health & Safety Implications

15.1 Energy – Nil.

15.2 Transport – The proposal will improve access along the highway.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

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15.5 **Built Environment – Nil.**

15.6 **Natural Environment – Nil.**

15.7 **Health and Safety – The proposal will improve safety for road users.**

**16 Equality, community cohesion and crime implications**

16.1 Nil.

**17 Equality Impact Assessment Completed?**

17.1 No.

**18 Key Decision**

18.1 No.

**19 Key Decision Reference**

19.1 Not applicable.

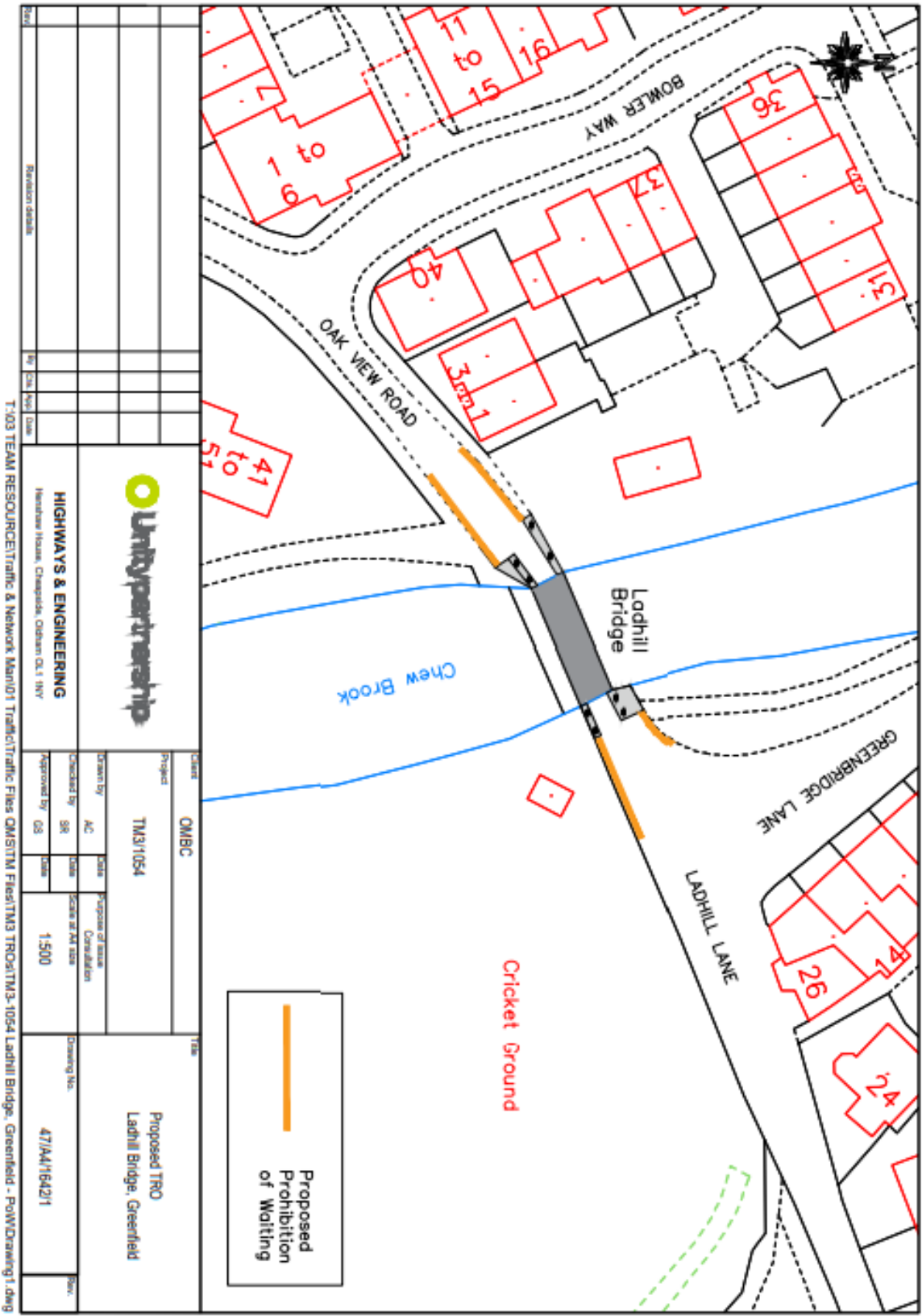
**20 Background Papers**

20.1 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:

None.

**21 Proposal**

21.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.



		<b>HIGHWAYS &amp; ENGINEERING</b> <small>Head Office, Chappell, Othman O.L.I. 11V</small>	
Client	OMBC	Project	TM3/1054
Drawn by	AC	Scale of issue	As per plan
Checked by	SR	Scale at full size	1:500
Approved by	GS	Drawing No.	47/AA/16A/21
<b>Proposed TRC</b> Ladhill Bridge, Greenfield			

T:\03 TEAM RESOURCE\Traffic & Network\Man01 Traffic\Traffic Files\OMSTM Files\TM3 TRC\TM3-1054 Ladhill Bridge - Greenfield - POW\Drawing 1.dwg

Schedule


Drawing Number 47/A4/1642/1

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Ladhill Lane, Greenfield South Side</u>  From its junction with Ladhill Bridge for a distance of 16 metres in an easterly direction	At Any Time		
	<u>Ladhill Lane, Greenfield North Side</u>  From its junction with Ladhill Bridge for a distance of 8 metres in an easterly direction	At Any Time		
	<u>Oak View Road, Greenfield South Side</u>  From its junction with Ladhill Bridge for a distance of 18 metres in a westerly direction	At Any Time		
	<u>Oak View Road, Greenfield North Side</u>  From its junction with Ladhill Bridge for a distance of 17 metres in a westerly direction	At Any Time		

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**APPROVAL**

<p><b>Decision maker</b> Signed:</p>  <p>Cabinet Member, Neighbourhoods</p>	<p>Dated: 05.10.2021</p>
<p><b>In consultation with</b> Signed: <b>John Lamb</b> Interim Director of Environmental Services</p>	<p>Dated: 04.10.2021</p>

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## APPENDIX B

### COPY OF REPRESENTATIONS

Dear Sir/ Madam

Re Traffic Regulation Order; Reference LJM/20568 .

I am writing to inform you of my objection to the implementation of the above traffic regulation order. Whilst I agree that there are traffic and parking issues either side of the Pack Horse Bridge at Ladhill Lane and Oakview Road just putting yellow lines will not resolve the problem for residents unless other measures are taken.

I have lived at Primrose Bank since 1977 and during that time there have been numerous housing developments in Greenfield and surrounding areas with the consequent increase in traffic in the village. The Packhorse Bridge is used as a cut through for cars and vans ( the latter frequently ignoring the weight restrictions) I am amazed that this 18th Century Bridge is still standing given the volume of traffic that goes over it. Even though there is a now a 20mph speed limit this is frequently ignored and cars speed past houses at Primrose Bank and along Greenbridge Lane. This is especially true between 7am and 9:30am and 3pm and 6: 30pm.

The other major issue for residents is parking and just putting double yellow lines at the Pack Horse Bridge will not resolve this problem and would make it worse as cars would park on the road at Primrose Bank.

(1) Parking at Primrose Bank has always been a problem during the Cricket Season but previously this was only at a weekend. Now there are matches, practice sessions and other activities on almost a daily basis. I have no objections to any of the activities at Greenfield Cricket Club but they should resolve the parking issues for visitors to their club.

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(2)The housing development across from Primrose Bank does have some resident parking. However we still have cars from that development parking on the road at Primrose Bank on a regular basis.

(3) We also have cars parking at Primrose Bank when families are visiting the park or going walking. As with the cricket I have no objections to these activities but it has a major impact on residents who frequently come home and have nowhere to park.

(4) Cars often park very inconsiderately e.g. across residents gates or on the kerb. There is also a serious safety issue when cars park further down on Greenbridge Lane as space for cars to pass is severely restricted. Emergency vehicles would not be able to get through e.g. ambulances and fire engines.

I would support the introducing of yellow lines either side of the Packhorse Bridge alongside other measures i.e.

(1) Closing the Pack Horse Bridge to cars and vans.

(2 )Provision of a residents parking area at Primrose Bank and along Greenbridge Lane where it is safe to do so.

Yours faithfully

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The Environment Group Solicitor to Council  
CIVIC CENTRE  
West Street  
Oldham  
OL1 1UL

Planning LJM/20568 – Consultation closes 21/3/22

Traffic regulations Oak view Road and Ladhill Lane Bridge.

I am in agreement, that waiting/parking prohibit regulations are required around this bridge. The congestion of vehicles particularly at weekends can be ridiculous. Safety of pedestrians are at risk.

However, the area proposed doesn't go far enough and should be extended.

There are also problems with vehicles frequently mounting the pavement, parking and completely blocking pedestrian walk ways on Oak view road. I appreciate the High way code changes should require vehicles to give way to pedestrians, bikes, horses on the bridge but it doesn't always happen, particularly at night when the light is poor and the traffic speeds across. Drivers of vehicles are often impatient, maybe a priority as to the flow of traffic would be a help.

Yours faithfully