

Delegated Decision Report

Decision below £250k



Subject:	Proposed Prohibition of Waiting – Oldham Road, Springhead
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Councillor C Goodwin, Cabinet Member, Don't Trash Oldham
Decision date:	15 May 2025
Report author:	Andy Cowell, Engineer
Ward (s):	Saddleworth West and Lees

Reason for decision

To consider the introduction of prohibition of waiting restrictions on Oldham Road, Springhead.

Recommendation(s)

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

Background

Oldham Road, Springhead, forms part of a principal route (A669) linking Oldham with Saddleworth. Parking is restricted along the majority of its length to maintain two-way traffic, except where the road widens, and parking can be accommodated without compromising traffic flows. On the south side between Lees and Grotton, to the west of Ashbrook Road, there is a short length of peak time waiting restrictions fronting a row of terraced properties. A Ward Member reports that last year, one of these properties, which operated as a hairdresser, was converted into a terraced home and this has resulted in vehicles being regularly parked outside these houses. This restricts traffic flows and when vehicles also park on the footway, they cause an obstruction to pedestrians.

Between the terraced properties and Ashbrook Road, there is also a bus stop lay-by. The peak time restrictions extend through the bus stop up to the junction.

The Ward Member requests that the restrictions are upgraded to 24 hour waiting restrictions from the existing ones which operate Monday to Friday, 8:00 - 9:30am & 4:00 – 6:00pm.

Officers support the proposal to maintain two-way traffic flows and to protect the footway and bus stop. This is a strategic route, and the location is positioned at the brow of a hill, close to nearby junctions and at a bus stop which is only protected at peak times.

It is proposed to promote new prohibition of waiting restrictions on Oldham Road, Springhead as detailed on plan 47/A4/1763/1.

If approved, the proposal would improve traffic flows along Oldham Road, enable bus users to board and alight at the bus stop at all times and improve access along the footway for pedestrians.

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 Councillor A Marland also wishes to include a resident's comments; the property was converted into 2 houses which adds extra traffic.

Can we add in that the pavement from where the houses start to 56 Oldham Road is at 2 levels and when vehicles are parked they totally block the upper level which is on a level with the pavement at either end of this stretch. A wheelchair or pram could not get passed and in the dark there is a danger of people falling into the lower level.

I came past yesterday and there were vans parked either side of the road and traffic was down to one lane. It was a bottleneck and at this summit it causes traffic congestion.

G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

T.f.G.M. View - The Director General has been consulted and they state: thank you for consulting Transport for Greater Manchester with your proposals, while I am not aware of any specific issues relating to parking at the location – nothing has been reported to me by the bus operators, on behalf of Transport for Greater Manchester's bus team, I fully support these proposals. Any measures that are introduced which reduce the likelihood of parked cars obstructing a bus stop can only be seen as beneficial to the Bee Network.

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

The introduction of prohibition of waiting restrictions at this location will improve safety for road users, improve access to the bus stop and improve traffic flows. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals. However, these can be mitigated by effective communications, the publication notice and review of any objections received before introducing the restrictions.

Implications

Financial	<p>The cost of introducing the Order is show below:-</p> <table border="1" data-bbox="688 321 1390 462"> <tr> <th></th><th>£</th></tr> <tr> <td>Advertisement of Order</td><td>1,200</td></tr> <tr> <td>Introduction of Road Markings</td><td>500</td></tr> <tr> <td>TOTAL</td><td>1,700</td></tr> </table> <p>The advertising & road marking expenditure of £1,700 will be funded from the 2025/26 Highways TRO & road markings budgets.</p> <p>(John Edisbury)</p>		£	Advertisement of Order	1,200	Introduction of Road Markings	500	TOTAL	1,700
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Legal	<p>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.</p> <p>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)</p>								
Equality impact including implications for Children and Young People	None								

Schedule

Drawing Number 47/A4/1763/1

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

Part I Schedule 1

Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Oldham Road, Springhead</u> (South side) From a point 45 metres east of its junction with Wroe Street to its junction with Ashbrook Road	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

Delete from the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

Part I Schedule 1

Prohibition of Waiting


Item No	Length of Road	Duration	Exemptions	No Loading
(S42)	<u>Oldham Road, Springhead</u> (South side) From a point 45 metres east of its junction with Wroe Street to a point 52 metres west of its junction with Staley Street	8am – 9.30am & 4pm – 6pm Mon - Fri	A, B1, B2, B3, B4, C, E, F, J, K4	

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
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Background Papers under Section 100D of the Local Government Act 1972

Report author sign-off	Andy Cowell
Role	Traffic Engineer
Date of sign-off	30 April 2025

Approval	
Officer approval sign-off	 Nasir Dad
Role	Director of Environment
Date of sign-off	15 May 2025

