

Delegated Decision Report

Decision below £250k



Subject:	Crime Lane, Prohibition of Driving
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:	Ian Whitehead, Traffic Engineer
Ward (s):	Medlock Vale

Reason for decision

The purpose of this report is to consider the implementation of a permanent Prohibition of Driving on Crime Lane to prevent extensive fly tipping.

Recommendation(s)

It is recommended that the Council implements a gated Prohibition of Motor Vehicles Traffic Regulation Order on both ends of Crime Lane, to stop the fly tipping problem. The scheme will introduce an electronically operated gate at the junction with Knott Lanes, that will be operated by means of an app, key fob and/or pin code number.

At the Stannybrook Road end of the lane, it is proposed that access to the lane is prevented by use of concrete barriers, which will need to be spaced to allow access for pedestrians and equestrians. The barriers would be located to maintain the private access to the field.

Background

For many years, Crime Lane in Hollinwood/Failsworth East has been blighted with fly tipping, with numerous events reported monthly. The cost of clearing up the fly tipping runs to tens of thousands of pounds every year, a cost that is not sustainable for the Council.

The Council has, over the years, run many campaigns to combat the fly tipping issue in this area, however, the problem persists and is, indeed, getting worse.

The route is a narrow unlit rural lane that runs between Stannybrook Road and Knott Lanes, that connects to the A627 Ashton Road. The lane serves as access to two properties, that are greatly affected by the fly tipping issues that sometime prevent access to and from the properties. The fly tipping constitutes a danger to traffic using the lane as (particularly at night) drivers may not see the tipping in sufficient time to avoid hitting it.

Approximately 80m North of the junction with Stannybrook Road a narrow canal bridge crosses the lane, this bridge has a reduced height limit over the carriageway of 6'-6". Due to this restriction, most of the access to the two properties on the lane is from the Ashton Road end.

Equestrian and horse transporter access needs to be maintained to a field at the junction of Crime Lane with Stannybrook Road prior to the canal bridge.

There are alternative routes between Ashton Road and Stannybrook Road to both the North and South of Crime Lane.

Alternative option(s) to be considered

None

Consultation

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

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

T.f.G.M. View - The Director General has been consulted and no comments from TfGM's Bus Team. The road is not a bus route

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 a POD at both ends of Crime Lane will reduce access to the area for all road users. There could be reputation risks around the scheme in terms of resident's reactions to the proposals however these can be mitigated by effective communications, the publication notice and review of any objections received before carrying out the works.

Implications

Financial	The cost to implement the Prohibition of Driving on Crime Lane to prevent fly tipping will be circa £37k and will be capital expenditure.	
	Capital	£
	Advertising of Order	2,000
	Consultation	1,000
	Design/Supervision	5,000
	Main Works	29,156
	Total	37,156
The works will be funded from the highways minor works budget (M0314) within the transport capital programme and will be fully		

	<p>financed through the City Region Sustainable Transport Settlement (CRSTS) grant.</p> <p>The works will be fully defrayed in the 2025/26 financial year.</p> <p>Leonnie Wharton-Brown, Senior Accountant</p>
Legal	<p>The Council must be satisfied that it is expedient to make the TRO 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>Under section 3(1)(b) of the Road Traffic Regulation Act 1984, a TRO shall not be made with respect to any road which would have the effect of preventing for more than 8 hours in any period of 24 hours access for vehicles of any class, to any premises situated on or adjacent to the road, or to any other premises accessible for pedestrians, or (as the case may be) for vehicles of that class, from, and only from, the road. However section 3(2) of the Act provides that section 3(1)(b) shall not have effect in so far as the authority making the TRO are satisfied, and it is stated in the TRO that they are satisfied, that:</p> <p>(a)for avoiding danger to persons or other traffic using the road to which the TRO relates or any other road, or</p> <p>(b)for preventing the likelihood of any such danger arising it is requisite that subsection (1) above should not apply to the TRO.</p> <p>Under Paragraph 13(2) of Schedule 9 of the Act, if any owner, lessee or occupier of premises affected by the proposed prohibition referred to above submits an objection to the proposals, the consent of the Secretary of State is required to make the TRO.</p> <p>In addition to the above, under section 122 of the Act, 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</p>

	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)
Equality impact including implications for Children and Young People	None
Procurement	At this stage there are no procurement implications on the decision required. However, there is budget indicated for the implementation of any works and as such, Council CPRs and PA23/PCR2015 (as applicable) will apply when determining the appropriate and compliant procurement route. Jasmin Banks-Lee, Commercial Procurement Unit

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 1
Proposed Prohibition of Driving
Standard exemptions for Emergency Services as well as residents

Item No	Length of Road	Location
1	Crime Lane	From the junction with Stannybrook Road for a distance of 5m
2		From the junction with Knott Lane for a distance of 5m

There are no background papers for this report

Report author sign-off	Ian Whitehead
Role	Traffic Engineer
Date of sign-off	18 July 2025

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

