

Delegated Decision Report

Decision below £250k



Subject:	Lower Turf Lane, Scouthead – Prohibition of Turning Order
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Cabinet Member	Councillor C Goodwin, Transport and Highways
Decision date:	20 November 2025
Report author:	Jordan Edge, Engineer
Ward (s):	Saddleworth North

Reason for decision

The purpose of this report is to seek approval for the introduction of turning bans at the junction of Lower Turf Lane and Huddersfield Road, and Heywood Lane and Huddersfield Road to improve the safety for vehicles and non motorised users.

Recommendation(s)

It is recommended that the following be introduced in accordance with the schedules at the end of this report:-

- Prohibition of Right Turn on Huddersfield Road into Lower Turf Lane
- Prohibition of Left Turn on Lower Turf Lane onto Huddersfield Road
- Waiting restrictions at the junction of Huddersfield Road with Heywood Lane and with Lower Turf Lane

Background

Following several incidents at the junction of Lower Turf Lane and Huddersfield Road, a scheme has been developed to improve the safety and operation at this location.

The existing layout of the highway has Lower Turf Lane meeting Huddersfield Road at an acute angle, at a steeper than desirable, 1 in 14 gradient. Visibility into and out of Lower Turf Lane is poor to do the acute angle and is further obstructed by the concrete fence, which has been replaced in places with a wooden fence due to being hit. There have been numerous collisions between vehicles at this junction and damage to the fence.

The scheme will improve the safety of this junction by restricting movements into and out of Lower Turf Lane. A right turn ban will be introduced on Huddersfield Road to mitigate sharp turns into Lower Turf Lane. A left turn ban will be introduced on Lower Turf Lane to mitigate sharp turns into Huddersfield Road.

Alternative option(s) to be considered

An alternative option would be to not install the measures described, but this would not address highway safety.

A previous proposed scheme was to introduce one way traffic along Lower Turf Lane. It did not go ahead due to concerns of knock-on effects at Heywood Lane.

Consultation

The Ward Members have been consulted and Councillor P Byrne stated that, whilst the one way down system on Lower Turf Lane from A62 makes sense will Heywood Lane from A62 be two way. If so will there be any road markings on the A62 indicating that?

Councillor L Lancaster stated, to me, your proposed scheme seems sensible, and I am happy to support on the basis of eliminating visibility constraints at junctions, and therefore improving road safety. As I recall, however, the earlier iteration received negative resident feedback due to additional traffic generation on Heywood Lane. What is your assessment of this likelihood in response to this scheme? Will the turning bans at the Lower Turf Lane-Huddersfield Road junction result in traffic displacement onto Huddersfield Road? I want us to be on top of this resident concern before any public consultation is progressed.

Response to Councillors

Under this proposed scheme, traffic coming from Delph could exit onto Lower Turf Lane, whereas traffic coming from Waterhead could not.

Regarding traffic from Lower Turf Lane onto Huddersfield Road, motorists would be able to travel towards Delph, but not towards Waterhead.

The one way proposal will not be implemented due to the concerns regarding offsetting traffic to Heywood Lane. However, it is believed that turning bans are necessary to mitigate the sharp turns in and out of Lower Turf Lane.

The impact on traffic would be minimal on Heywood Lane junction. The survey undertaken showed only a few vehicles observed making the sharp left or right turn. The attached report shows this as being from Point B to C, and C to B. Please let me know if there are any further queries.

The above matters were discussed with both Cllr Lancaster and Cllr Byrne – both are now supportive of the scheme.

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 on behalf of the Bus Team the only comment I wish to make is in full support of the new bus stop clearway. This will allow for a bus to align to the kerb and prevent indiscriminate parking.

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

There is a risk that drivers will ignore and contravene the proposed turning bans. This is unlikely to be enforced, though it poses no greater risk of an accident than that already present.

Implications

<p>Financial</p>	<p>The costs of the works are shown below:</p> <table border="1" data-bbox="581 583 1268 758"> <thead> <tr> <th></th> <th style="text-align: right;">£</th> </tr> </thead> <tbody> <tr> <td>Advertisement of order</td> <td style="text-align: right;">1,400</td> </tr> <tr> <td>Construction of highways measures</td> <td style="text-align: right;">2,000</td> </tr> <tr> <td>Illuminated signs and connections</td> <td style="text-align: right;">10,000</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">13,400</td> </tr> </tbody> </table> <p>The costs of advertising the notice and the implementation of the highways measures will be fully grant funded through the Local Transport Plan grant on cost centre M1334.</p> <p>Leonnie Wharton-Brown, Senior Accountant</p>		£	Advertisement of order	1,400	Construction of highways measures	2,000	Illuminated signs and connections	10,000	Total	13,400
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<p>Legal</p>	<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</p>										

	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	<p>Highways Ops will be undertaking the works, with Eon/ Street lighting providing the illuminated signage.</p> <p>As there is no external procurement being undertaken which is above £25k excl. VAT, CPR rules allow the operations department to hire the most suitable supplier using a single quote provide the spend is £10k or less.</p> <p>Procurement support this project</p> <p>Sandeep Kapoor (Central Procurement Unit)</p>

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

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

Schedule
Drawing Number N0210336-001-002

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003
Add to Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Lower Turf Lane</u> (North West Side) From its junction with Huddersfield Road for a distance of 51 metres in a south westerly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time
	<u>Lower Turf Lane</u> (South East Side) From its junction with Huddersfield Road for a distance of 58 metres in a south westerly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time
	<u>Huddersfield Road</u> (South Side) From its junction with Heywood Lane for a distance of 53 metres in a easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time
	<u>Huddersfield Road</u> (South Side) From its junction with Heywood Lane for a distance of 30 metres in a westerly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time
	<u>Huddersfield Road</u> (South Side) From its junction with Lower Turf Lane for a distance of 15 metres in a westerly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time

	<u>Heywood Lane</u> <u>(South West Side)</u> From its junction with Huddersfield Road for a distance of 50m in a south easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time
	<u>Heywood Lane</u> <u>(North East Side)</u> From its junction with Huddersfield Road for a distance of 25m in a south easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	At Any Time

Introduce a Prohibition of Right Turn

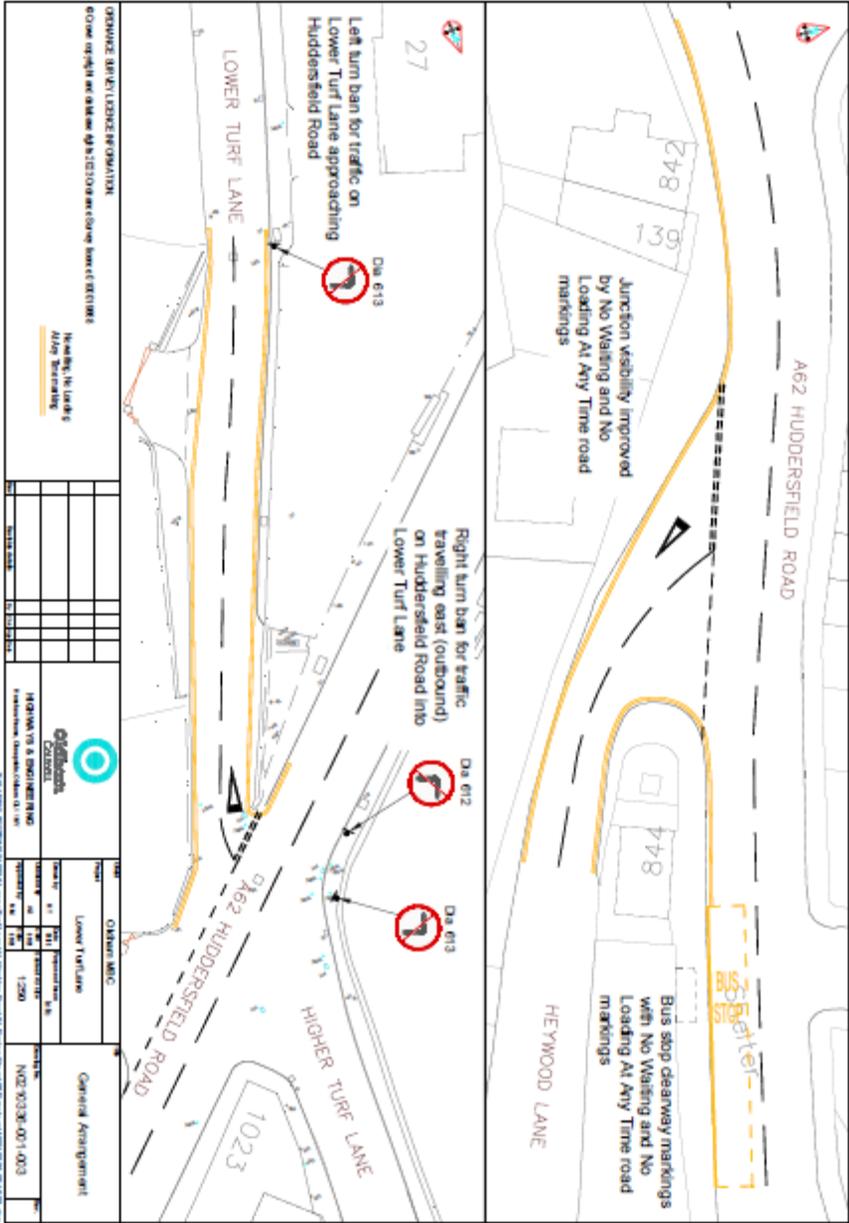
Road	Description
Huddersfield Road, Scouthead at its junction with Lower Turf Lane,	No Right turn from Huddersfield Road into Lower Turf Lane

Introduce a Prohibition of Left Turn

Road	Description
Lower Turf Lane, Scouthead at its junction with Huddersfield Road,	No Left turn from Lower Turf Lane into Huddersfield Road

Report author sign-off	Jordan Edge
Role	Senior Engineer
Date of sign-off	20 November 2025

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	25 Nov 2025



CHANGE REVOLUTION INFORMATION

FOR MORE INFORMATION VISIT: www.mhfr.co.uk

Heading: N, L, R, S, M, B, T, W, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ

CHANGES: 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

DATE: 12/03/2014

PROJECT: Lower Turf Lane

CLIENT: CHURCHILL

DESIGNER: HIGHWAY & ENGINEERING

SCALE: 1:500

PROJECT NO: N0210336-001-003

GENERAL ARRANGEMENT