

***HIGHWAY REGULATION COMMITTEE
Regulatory Committee
Agenda***

Date Wednesday 5 February 2025

Time 5.30 pm

Venue Council Chamber, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Alex Bougatef or Constitutional Services at least 24 hours in advance of the meeting.
 2. CONTACT OFFICER for this agenda is Constitutional Services email Constitutional.Services@oldham.gov.uk
 3. PUBLIC QUESTIONS - Any Member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer by 12 noon on Friday, 31 January 2025.
 4. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

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Please also note the Public attendance Protocol on the Council's Website

https://www.oldham.gov.uk/homepage/1449/attending_council_meetings

MEMBERSHIP OF THE HIGHWAY REGULATION COMMITTEE
Councillors Chowhan, Davis (Vice-Chair), Murphy, Shuttleworth (Chair) and Woodvine

- 10 Representations to Proposed Prohibition of Waiting – Knott Lanes, Oldham (Pages 3 - 30)
- To consider objections received to proposed waiting restrictions at Knott Lanes, Oldham.
- 11 Objections to Proposed Prohibition of Waiting – Platt Lane and Lark Hill Road, Dobcross (Pages 31 - 52)
- To consider objections received to proposed waiting restrictions at Platt Lane and Lark Hill Road, Dobcross.



HIGHWAY REGULATION COMMITTEE

Representations to Proposed Prohibition of Waiting – Knott Lanes, Oldham

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Don't Trash Oldham

Officer Contact: Nasir Dad, Director of Environment

Report Author: Andy Cowell

Ext. 4577

30 January 2025

Reason for Decision

To consider objections received to proposed waiting restrictions at Knott Lanes, Oldham.

Recommendation

It is recommended that the proposal be amended and introduced in accordance with the schedule and plan in Appendix C.

Representations to Proposed Prohibition of Waiting – Knott Lanes, Oldham

1 Background

A report recommending the introduction of prohibition of waiting restrictions on Knott Lanes, Oldham, was approved under delegated powers on 20 May 2024. The proposal was subsequently advertised, and fifteen objections and two supporting letters were received.

A copy of the approved report is attached at Appendix A and a copy of the objections and supporting letters are attached at Appendix B.

Following consideration of the representations, Officers have proposed a relaxation to the scheme which is shown at Appendix C along with an amended schedule. The amended proposal should address the main concerns of the objectors without compromising the main aim of the scheme, thus, satisfying the supporters too.

All except one of the objections relate to the section of proposed restrictions fronting properties 56 to 78 Knott Lanes. The objectors state that the proposed restrictions in this location would result in some residents and visitors having no convenient place to park, which would then displace parking into other areas, thus creating further problems.

This section of restriction outside 56 to 78 Knott Lanes and the section opposite were included in the scheme to ensure the lane did not become obstructed, as occasionally vehicles were reported to be parking on both sides. Also, the properties are positioned on the inside of a slight bend and the parking affected forward visibility for motorists. As the majority of residents had access to off-street parking places to the rear, Officers thought that restrictions on both sides would be the most appropriate solution. However, residents state that their off-street parking provision to the rear cannot accommodate all their vehicles.

Officers have therefore reviewed the scheme and are proposing a relaxation to the length of restrictions, removing the restrictions directly outside properties 56 to 78 Knott Lanes. The proposed restrictions to the east of this area remain in the proposal to maintain visibility around tightest part of the bend and restrictions also remain opposite the properties on the south side to ensure that the road does not become fully obstructed. It is felt that the amended proposal will address the main concerns of the objectors but still address the main forward visibility issues on the bend and maintain access along the lane.

One of the objectors also had concerns over some of the proposed restrictions around the Crime Lane junction. Officers have agreed a small relaxation to the proposal which will maintain some additional on-street parking space for visitors to their business. It is felt that this can be achieved without compromising the main aim of the scheme.

1.2 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

1.3 Risk Assessments

These were dealt with in the previous report (refer to Appendix A)

1.4 **Co-operative Implications**

These were dealt with in the previous report (refer to Appendix A)

1.5 **Procurement Implications**

None

2 **Current Position**

2.1 Representations reported to Highway Regulation Committee

3 **Options/Alternatives**

3.1 Option 1: Introduce the proposed restrictions as advertised
Option 2. Relax the proposal in accordance with the plan and schedule in Appendix C
Option 3. Do not introduce the proposed restrictions

4 **Preferred Option**

4.1 Option 2

5 **Consultation**

5.1 The Medlock Vale Ward Members have been consulted and no comments have been received.

6 **Financial Implications**

6.1 These were dealt with in the previous report (refer to Appendix A)

7 **Legal Implications**

7.1 These were dealt with in the previous report (refer to Appendix A)

8 **Equality Impact, including implications for Children and Young People**

8.1 No

9 **Key Decision**

9.1 No

10 **Key Decision Reference**

10.1 N/A

11 **Background Papers**

11.1 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 :TM3/1130

Name of File : Proposed Prohibition of Waiting – Knott Lanes, Oldham

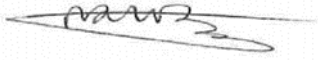
Records held in Highways Department, Spindles Shopping Centre, West Street, Oldham

Officer Name :Andy Cowell

Contact No : 4577

13 **Appendices**

- 13.1 Appendix A - Approved Mod Gov Report
Appendix B - Copy of Objections and Supporting Letters
Appendix C – Amended Plan and Schedule

 Signed In consultation with Director of Environment	Dated 29.11.2024
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APPENDIX A
APPROVED MOD GOV REPORT

Delegated Officer Report
(Non Key and Contracts up to a value of £100k)

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 10 May 2024

Subject: Proposed Prohibition of Waiting – Knott Lanes, Oldham

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Medlock Vale

Reason for the decision:

Complaints have been received via the Police about indiscriminate parking along parts of Knott Lanes, Oldham. The parking often restricts larger vehicles such as farm vehicles from passing along the lane. It also presents a safety issue where vehicles park on or close to several bends on the lane. The Police have requested that waiting restrictions are introduced at various points along the lane to address the issues reported.

Knott Lanes is a rural lane extending from Ashton Road to Crime Lane where it splits and continues south for approximately half a kilometre and terminates. The lane is partly fronted by a factory, some rural businesses and residential properties. Along with access to public footpaths this generates some on street parking. Most of the residential properties have access to off-street parking facilities.

Although it can facilitate two-way traffic in places, some sections of the lane are single track. The lanes provide no through route for traffic, so this is the only vehicular access route for businesses and residents.

Site visits and reports from the Police have confirmed that obstructive parking does take place at various points along the lane.

It is proposed to promote new prohibition of waiting restrictions on Knott Lanes, Oldham, as detailed on plan 47/A3/1716/1.

If approved, the proposal would provide improved access along the lane for larger vehicles and improve safety for road users where forward visibility was previously affected by parked vehicles.

Summary:

The purpose of this report is to consider the introduction of new prohibition of waiting restrictions on Knott Lanes, Oldham.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1: To approve the recommendation
Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

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

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 has no comment on this proposal.

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.

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

Implications:

What are the financial implications?

The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,200

Introduction of Road Markings	1,000
TOTAL	2,200

The advertising & road marking expenditure of £2,200 will be funded from the 2024/25 Highways TRO & road markings budgets.

(John Edisbury)

*What are the **legal** implications?*

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.

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)

What are the procurement implications?	None
What are the Human Resources implications?	None
Equality and Diversity Impact Assessment attached or not required because (please give reason)	Not required because the measures proposed are aimed at improving highway safety.
Oldham Impact Assessment Completed (Including impact on Children and Young People)	No
What are the property implications	None
Risks:	The introduction of prohibition of waiting restrictions at this location will decrease the numbers of incidents involving road users and assist with visibility and access. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the restrictions. Vicki Gallacher (Head of Insurance and Information Governance)
Co-operative implications	None (James Mulvaney)
Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998	None
Environmental and Health & Safety Implications	If approved, the restrictions will improve safety for road users.
IT Implications	None.

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
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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

Drawing Number 47/A3/1716/1

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

**Part I Schedule 1
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Knott Lanes, Oldham</u> (Both sides) From a point 220 metres south-west of its junction with Ashton Road for a distance of 108 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side) From a point 404 metres south-west of its junction with Ashton Road for a distance of 86 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (All sides) The full circumference of the island connecting Knott Lanes with Crime Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side) From a point 624 metres south-west of its junction with Ashton Road to its junction with Crime Lane (a distance of 57 metres in a general westerly direction)	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

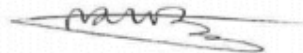
	<u>Knott Lanes, Oldham</u> (South and East sides) From a point 600 metres south-west of its junction with Ashton Road for a distance of 198 metres in a westerly and then southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (West side) From its junction with Crime Lane for a distance of 29 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (West side) From a point 73 metres south of its junction with Crime Lane for a distance of 89 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

There are no background papers for this report

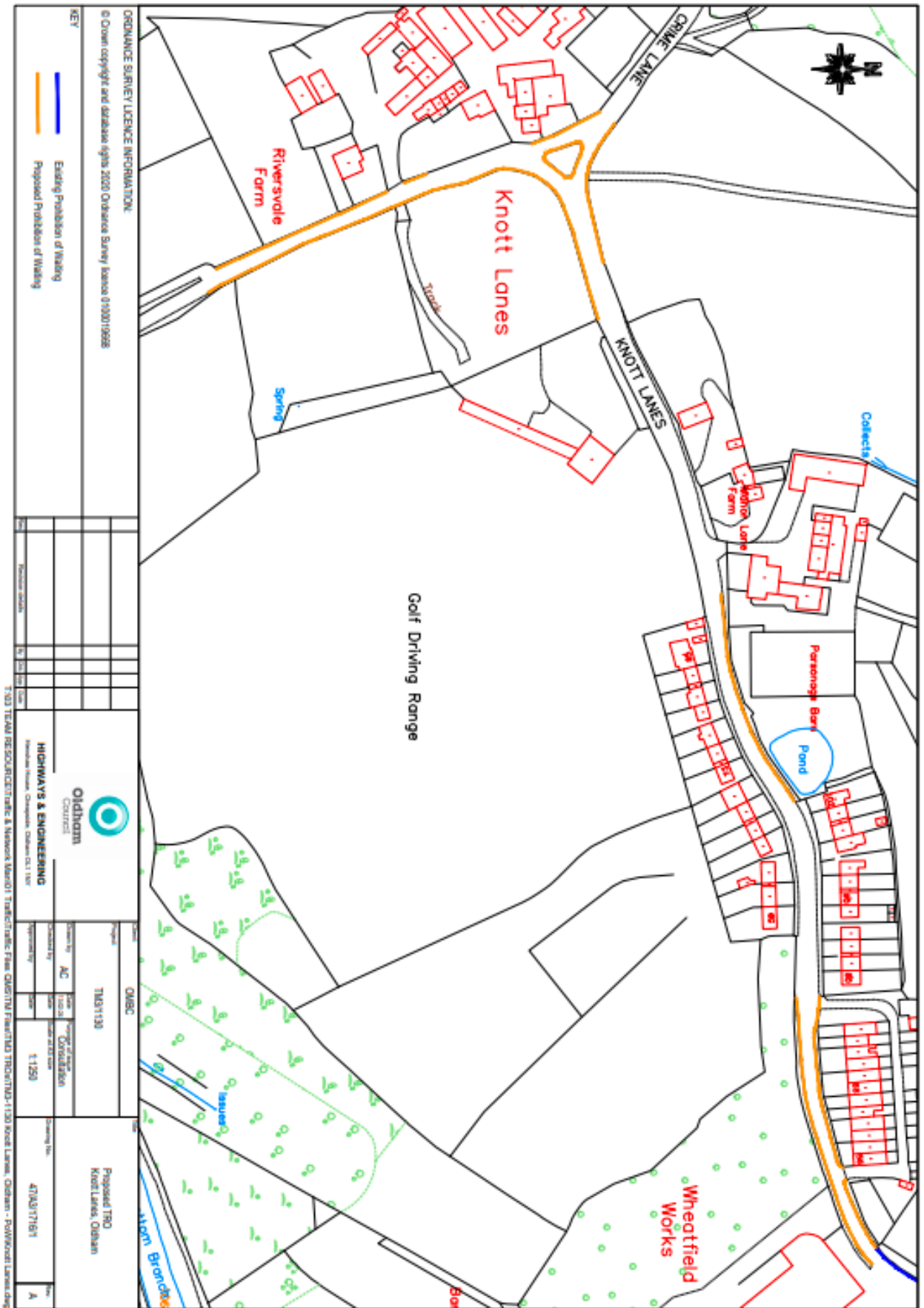
Report Author Sign-off:	
Andy Cowell	
Date:	
10 May 2024	

In consultation with Director of Environment

Signed :



Date: 20.05.2024



APPENDIX B
COPY OF OBJECTIONS AND SUPPORTING LETTERS

Objection 1

Hi

I am writing to object to the planned double yellow lines on Knott Lanes.

Whilst I think we do need some I think putting double yellow lines on both sides of the road outside the first block of houses is ridiculous these residents need to park outside their own property. If the yellow lines are put outside these properties they will park further up Knott Lanes and cause the same issues there.

Regards XXXXXX XXXXXX

Objection 2

Dear A. Cowell

With reference to your letter LJM/TO24/24 VF24011 regarding proposed double yellow lines in front of my house 78 Knott Lanes, I wish to strongly object and oppose this approval to the double yellow lines being placed in front of 56-78 Knott Lanes.

I find it very concerning that you are victimizing the occupants of 56-78 Knott Lanes by proposing double yellow lines in front of our houses, yet every other house on Knott Lanes will still be able to park in front of their house. This doesn't seem fair at all. Where do you think the vehicles are going to park, there is not enough room around the rear of the properties to fit a further 12 vehicles. If this proposal goes ahead, all the cars parked in front of our properties will then have to park in front of the other houses that don't have double lines further down the Lane creating increased parking congestion. Where do you propose visitors to park when they wish to visit 56-78 Knott Lanes. How is this going to work has any thought been applied here to the consequences.

Further to this argument is how do the residents that are disabled get access to their house between 56-78 Knott Lanes.

How will we get our rubbish collected if there is double yellow lines on both sides of the lane in front of our houses. If there is no waiting then rubbish cannot be collected?

When residents of 56-78 have building work done and need a skip where do we put it, in front of the other houses further down the road, I am sure the residents of those properties will be happy with us parking our cars and putting our building skips in front of their properties.

I understand there has been an access issue, and this could be resolved by having double yellow lines on the other side of the road for houses 56-78 Knott Lanes which would be a good idea, but not both sides!

It seems to me that a lot of residents are going to be fully compromised for an occasional oversized vehicle, which again doesn't seem very balanced or fair, I understand there needs to be clear access, but a better proposal is needed here.

How about limiting the size of vehicle allowed down our Lane. Please remember this a Lane not a Road or Street, it was never designed to take 40 ton trucks or massive oversized tractors. There is no reason why a weight restriction of vehicle could not be

introduced. Can this not be investigated as a possibly action, as this is applied in the Daisy Nook area.

I appreciate a compromise needs to be reached here so the lane isn't blocked, but the solution being supplied is not the correct one, it does not answer the question of where all the vehicles park when the double yellow lines have been added, the cars are not going to suddenly disappear. Please look at removing the double yellow lines on the side of the houses from 56-78 Knott Lanes, keep the proposed double yellow lines to the other side of the road and this will allow oversize vehicles clear access down the Lane.

As for the double yellow lines being added around the triangle further down Knott Lanes, where do you expect the vehicles to park. Again just applying double yellow lines doesn't provide a solution to where the vehicles are going to park. These are people who park there when they come to ride their horses. Where do you envisage them parking. Surely this is going to affect the farm businesses if people can't park their vehicles. If people can't park their vehicles they are going to go somewhere else, so you are effectively going to effect the businesses directly. Again putting double yellow lines down just one side to allow clear access, is a compromise which will suit and answer the access issue.

I hope you look at this proposal and apply some common sense, because as it stands this proposal is going to cause more problems than it solves. Please remember it is the residents that live down the Lane not the occasional oversized vehicle requiring access.

I fear this is a done deal and this is going to be forced on us without any more dialogue and compromise. You have an opportunity to engage with the residents and not just ignore their concerns and carry on with an approval which doesn't answer the concerns of everyone on the Lane. Is it possible to get a face to face meeting to go through these issues raised.

I expect the Traffic and Network Management to take these concerns seriously that have been raised by the occupants of 56-78 Knott Lanes. More work has to be done here to get this proposal suitable, let's hope you understand this and open the correct channels for dialogue, and do not just push this through.

I look forward to hearing from you.

Kind regards

James Xxxxx Xxxxxx

Objection 3

I would like to object to some of the parking restrictions proposed for Knott Lanes Bardsley. Firstly I would like to point out that Knott Lanes does provide a through route for traffic and is used by many cars and vans as a route to Daisy Nook and Woodhouses via Crime Lane and Stannybrook Road.

Because of this we park vehicles to protect our workforce entering and exiting the field on the corner of Knott Lanes and Crime Lane from fast moving cars and vans on what is a blind bend. (1 on attached map)

I would also like to object to any restrictions along the frontage of my property as this would restrict people visiting my business and the road is sufficiently wide enough there to facilitate parking. (2 on attached map)

in my experience parked cars actually slow down the traffic in this area and if you continue with these restrictions i would like to ask what traffic calming plans you have to protect the many walkers and horse riders who use knott lanes from this danger bearing in mind there are no footpaths.

Regards
Xxxxxx

Objection 4

Good evening,

Please find below our objection to the proposed works on Knott Lanes, Oldham, OL8 3JA:

Whilst implementing safety measures is understandable the proposed plans merely appear to defer issues to different areas on the Knott Lanes and are of significant detriment to the properties opposite Wheatfield Works, with great prejudice.

1. Only the residential properties opposite Wheatfield Works have proposed waiting regulations on both sides of the road. This creates a number issues for the residents regarding access, particular those with children and disabilities
2. By implementing no waiting outside of the houses opposite wheatfield works there appears to be no solution to parking or the assumption that these homes all have access to 'off road parking'. For many this is simply not feasible and therefore vehicles are likely to be parked on the few areas without proposed restrictions, creating further issues of safety and access for the properties requiring farm vehicle access.
3. The plans propose no waiting regulations on bends of Knott Lanes for the reasons of safety but not all 'bends' will proposed restrictions implemented
4. There is no alternative 'safe' parking option for the cars that are regularly parked in the proposed restricted areas. Many of the properties were built prior to the ownership of multiple cars in single households and therefore parking or waiting was not a major consideration in the planning or building of the area and its properties.

Overall, there is clear bias within the proposal.

The proposed waiting restriction fail to consider the wider issues of parking in the area and are unjust in their proposal. Should waiting restrictions be required, greater consideration and reasonable alternate provisions should be provided for all residents and road users to prevent further issues of access or safety for everyone living, working and accessing Knott Lanes.

Regards,
Xxxxxx

Objection 5

Dear Sir/Madam,

We live on the residential section of Knott Lanes where you propose to place parking restrictions. You state "Most of the residential properties have access to off-street parking" In the small block of 12 houses (56-78 Knott Lanes) there are 4 with access to off-street parking. The majority of residents have more than one car and therefore, park one car off-street but still have at least one other car to park on the street. Personally, we have 1 car, which I like to park outside my residence as I am 65 and have very bad arthritis so find walking any distance, especially carrying shopping or my work bag very difficult and painful. I do not want to be in a position where I have to park outside another residence as that would inconvenience others. If you place restrictions outside my residence WHERE DO I PARK THAT IS SAFE?

There is a large back alley, which cannot be used for parking due to access. I do not have the finances to install off-street parking at my property. Parking is very difficult and restricted currently, we can only envisage it will be considerably worse and cause more danger with further restrictions. There are approximately 10 cars who would need to park elsewhere, which all belong to residents. Are you planning to build a car park? Or provide residents parking permits?

Kind regards
Xxxxxx

Objection 6

FAO A. Cowell

I am contacting you to object about a small part of your proposed parking restrictions order on Knott Lanes, Bardsley. Ref LJM/TO24/24 VF24011. After speaking to Xxxxx Xxxxx, she made me aware that things can be removed from proposals but things can't be added. With this in mind I would like to object about the restrictions proposed directly outside the front of the block of houses (Jubilee Terrace) on the North side of the lane - see pic attached.

I have lived in Jubilee Terrace on Knott Lanes for 52 years and agree that the rest of the proposal makes perfect sense but I feel that the above mentioned section will cause more problems than it will solve. I also have concerns about it because I am a blue badge holder and my wife is soon to be one too. We do have off road parking for 1 car to the rear of our house but we both increasingly struggle with the steps due to our mobility and will therefore need to start using the front door to access our home. According to OMBC criteria our front garden isn't big enough to allow it to be converted into off road parking and due to current circumstances I'd be unable to afford to do it.

I'd also like to point out that most of the houses have 2 cars and already park 1 of them to the rear where possible but due to the size and turning circle of some vehicles it's not always possible. Four of the properties are rentals and I doubt the landlords will be

forthcoming to spend money on off road parking. If the proposal remains unchanged the 10 - 12 cars that currently park there will have to park somewhere else and I fear they will choose to park further down the lane thus shifting the problem rather than solving it, along with causing disharmony and parking wars with those neighbours.

Another problem with putting double yellows on this section is that once the presence of parked vehicles is removed, it allows the guest traffic that is passing by to visit the equestrian farms down the lane to increase their speed and potentially make it unsafe for horses, residents and pedestrians on the narrow footpath who are visiting Daisy Nook. I know that speed humps could be fitted but that would cost a lot of council money and would also be detrimental to vehicles suspension, large farm vehicles and animals being transported in horse boxes and livestock trailers.

With 52 years experience of living here I honestly think that putting double yellows on the North side, as in the attachment above, will actually cause a problem rather than solve one and I politely request that you consider removing that section from the proposal. I feel that the proposed double yellows on the South side should more than adequately solve any traffic obstruction problems for large farm or emergency vehicles.

If at all possible, I would be grateful if we could have a site meeting, at your preferred time, to discuss things face to face rather than on a map.

I look forward to your reply,

With thanks . . . Xxxxxxx

Objection 7

To whom it may concern,

I am writing to formally object to the proposed installation of double yellow lines along 56 – 72 Knott Lanes. After speaking with residents, I am deeply concerned about the negative impacts this change may have on the neighbourhood, and I believe that alternative solutions should be explored to address any traffic-related issues.

The residents agree with the rest of the proposal but only objection to the double yellow lines along 56 – 72 Knott Lanes.

My primary concerns with the installation of the double yellow lines are as follows:

1. **Reduced Parking Availability:** 56 – 72 Knott Lanes already has limited parking options, which are essential for residents and their visitors. The removal of curb side parking would place additional strain on residents, especially those without driveways. Parking shortages would also impact service providers, deliveries, and visitors, potentially reducing the convenience and accessibility of their homes. One resident advised he is a blue badge holder due to mobility needs to use his front door to access his home cannot apply for a drive as the size of garden falls below the required size by OMBC.
2. **Negative Impact on Property Values:** Parking availability can influence property values and desirability. Limited parking options on the street may discourage

potential homebuyers, leading to a decrease in property values. This change would disproportionately affect families and residents who rely on street parking for their everyday needs.

3. Increased Traffic Speed : One unintended consequence of double yellow lines is that they can encourage drivers to speed, as the absence of parked cars widens the road. In a resident area like Knott Lanes, this poses a significant safety risk, especially for children and elderly residents who regularly walk or cycle along the street. Also, a high risk for horse riders who regularly use this road.
4. Lack of community consultation: Many residents feel that there has been insufficient consultation regarding this proposal. I believe it is important to fully understand the views of the local community, including any concerns or suggestions that may help reach a more balanced solution.

In Conclusion, I respectfully request you reconsider the proposed double yellow lines along 56 – 72 Knott Lanes and explore other solutions that can balance traffic management needs with the well-being and convenience of residents.

Thank you for considering my concerns. I look forward to further discussions on this matter.

Sincerely
Xxxxxxx

Objection 8

My concern regarding the above proposal is the problem of congestion and double parking will simply be moved further down Knott Lanes which in turn will cause problems for myself and disabled family members in parking outside my own property

Cars are already to be found parked across my driveway blocking access .
A further problem will be the speed that traffic would be able to travel along Knott Lanes should the lane be more accessible.

Therefore should the plan be passed some form of speed control would be necessary to ensure Knott Lanes does not once again become a rat run as it once was some years previous.

Xxxxx Xxxxx
Knott Lane Resident

Objection 9

Dear A. Cowell

With reference to your letter LJM/TO24/24 VF24011 regarding proposed double yellow lines in front of my house XX Knott Lanes, I wish to strongly object and oppose this approval to the double yellow lines being placed in front of 56-78 Knott Lanes.

It doesn't seem fair or balanced that the occupants of 56-78 Knott Lanes are being proposed double yellow lines in front of their houses, yet every other house on Knott lanes will still be able to park in front of their house. Where do you think the vehicles are going to park, there is not enough room around the rear of the properties to fit a further 10 vehicles. If this proposal goes a head, all the cars parked in front of our properties will then have to park in front of the other houses that don't have double lines further down the Lane creating increased parking congestion. Where do you propose visitors park when they wish to visit 56-78 Knott Lanes.

I rent my property and have no access to the rear extra land that these houses have. Where do you propose I park my vehicle, in front of the other houses down the lane. I am sure they will be happy with that.

I understand there has been an access issue, and this could be resolved by having double yellow lines on the other side of the road for houses 56-78 Knott Lanes which would be a good idea. The residents are going to be fully compromised for an occasional oversized vehicle, which again doesn't seem right.

A compromise needs to be reached here so the lane isn't blocked, but the solution being supplied is not the correct one, it does not answer the question of where all the vehicles park when the double yellow lines have been added, the cars are not going to suddenly disappear. Can't the double yellow lines on the side of the houses from 56-78 Knott Lanes be removed, keep the proposed double yellow lines to the other side of the road and this will allow oversize vehicles clear access down the Lane.

I look forward to you replying.

Kind Regards

Xxxxx Xxxxxxx

Objection 10

I object to the yellow lines on Knott Lanes, Bardsley, outside the houses.

My reason for this is I live in the second row of houses. And already getting an overflow of cars parking near. If the yellow lines go ahead this will cause more chaos further down the lane. With this we will also get many more cars speeding at the top of road as the cars parked on the front row of houses minimise speeding round the bend near wheatfield works (stated on the map).

This will cause more upset to the horse riders who constantly trot up and down the lane as the speedy cars scares the horses. We also have many domestic cats and wild animals that live up and down our lane, some have already had injuries from speeding cars.

To reduce the cars on the lane, give people the opportunity at reduce rate of lowing the kerbs so there could have a drive if they wish. I do understand how it can be frustrating that the large vehicles struggle to get through but I am sure at certain times during the day they will be less cars due to people being at work.

Thank you Xxxx Xxxxx

Objection 11

To whom it may concern

I am putting my objection forward regarding the proposed parking restrictions outside properties 56 to 72 Knott Lanes OL83JA .

The problems are with the bend before the row of terraced houses at 56 and the end of the row finishing at 72. I cannot see any reason parking restrictions here will alleviate any issues you say you have encountered other than causing all the homeowners to leave their vehicles elsewhere which will I've no doubt will upset homeowners further down the lane. Not everyone has drives and you say we have access to off street parking behind properties 56 to 72, that's all well and good if you haven't got a fenced garden which you would have to dig up to accommodate a vehicle. Most homeowners have more than one car plus it would only take one vehicle to block the access rd and then no-one could get out. I think the police and planners need to look where the real problems are and In my opinion it certainly isn't outside the above mentioned properties.

Yours sincerely
Xxxx Xxxxxx

Objection 12

I am a resident of Knott Lanes in Bardsley.

We have today received a letter for proposed parking regulations I.E double yellow lines outside of our property stretching from number 56-78.

This is because of supposed police reports of obstructive parked cars from which we have never been notified about this at any time in the 10 years we have lived here.

Whilst some houses have access to off-street parking, the majority do not.

This would require that at least 80% of properties would need to seek alternative parking which as you have stated in your letter this in a rural street and there is literally no other alternatives space for this. You have shown that you plan to put lines down outside of our row of 12 terraced houses but failed to outline any issues with the other 27 dwellings on the same street who do double park, these plans would force at least 12 cars up the road outside of the other 27 houses who do have drives and force us to park outside of their properties which would cause the very problem you claim to be trying prevent!

In the 10 years on myself being at this property I have known only 3 occasions where a HGV could not gain access to the farms and this was due to a single van parked out of place that belonged to one of the residents up the road which these plans do not affect. (HGV being the operative word on a claimed rural road)

I and many others strongly object to these ignorantly proposed plans put forward by Oldham council that is simply a foolish idea and completely out of touch with its own residents.

Unless you plan to put a carpark in for the affected residence then I see absolutely no way that this is possible.

At no point have we been into contact with any police who you claim have reported this, or a council official to even try and remedy any matters which I believe so not exist to the extent that you claim.

Please get in touch with myself so we can discuss this in more detail or even feel free to visit this such greatly affected area and see for yourself how you plan to trouble the council tax payer even more!

I look forward to hearing from you.

Regards

Xxxxx XXXXX

Objection 13

I am objecting to these proposed changes for the reasons below:

I have a disability and it is therefore imperative that I can park outside the front of my property to gain access to my front door. I have lived on Knott Lanes for 9 years and have never witnessed or heard of any accidents on the lane. I notice on your proposals the restrictions are not shown to be proposed in front of the council/ex council properties, so would the residents on this row(I live at no XX) then start to park their vehicles further up the lane where there would be no restrictions - is this not just moving the problem,if there is one, as this would cause double road parking, would this leave room for large vehicles? I don't think so! As full paying council tax payers I would expect the council to be looking after the Oldham residents, not just the businesses. If the farms/businesses feel that it is a struggle maybe they could put a through road on their land for their tractors/vehicles. Where would residents on my row be expected to park their vehicles? Will you be providing funds for us to have a drive for our vehicle? My property is currently up for sale, due to my disability as we want to purchase a bungalow, these proposals would de-value my property and this is not acceptable. The police don't attend most crimes these days, due to lack of resources, so I would like details of when the police visited and the contents of their reports through the FIA. I feel that this decision has been made on a whim of which there is absolutely no validation relating to these concerns and worry that this decision has been made by a group of people who couldn't even get the date right on the letter, we received the letters prior to the letter date. I have absolutely no intention of supporting these proposals. I look forward to hearing from you. I can provide medical evidence if required.

Yours sincerely

Xxxxxx

Objection 14

Hi I've just received the proposal to put double yellow lines outside my house, XX Knott Lanes Oldham OL8 3JA. I would like to object to the proposal by addressing the statement of reasons for the proposal. The statement reads "complaints have been received via the police about indiscriminate parking", I don't think the police have said that the indiscriminant parking was taking place between 56 and 72 but if you can provide me with evidence that they have I would be very interested to look at that complaint. I am aware of

a "pinch point" at number 72 Knott Lanes this is caused by cars being parked on either side of the road at that particular point causing larger vehicles to have a problem getting through. This pinch point could be remedied by extending your proposed double yellow lines on the Southside of Knott Lanes to the drive of number 59, meaning no restrictions would be needed between number 56 and 72 on the South side. In the statement it mentions that "most of the residential properties have access to offstreet parking facilities" around about 10 cars are always parked between 56 and 72 filling every available space, these cars are not parked there instead of offstreet parking they are parked there because people have more than one car and if they do have off-street parking that space is already filled. So, what will happen is these 10 cars will be displaced further down Knott Lanes outside the houses between 59 and 85, or possibly opposite Parsonage Barn. Knott Lanes at Parsonage barn is possibly the narrowest point on the whole street if cars were parked there legally and don't cause a pinch point I can't see the problem having cars outside 56 to 72, so potentially I would have to park my car opposite the entrance of Parsonage barn if this proposal were to be introduced. The other possible parking problem I have been aware of mainly from talking to the owner of a business at the bottom of Knott Lanes (who uses a large vehicle), is that parking on the northside of Knott Lanes on the bend between number 56 and the double yellow lines that are already in place further up Knott Lanes can cause problems, I used to park there on occasion when there was no available space outside my house for my vehicle and some people still do, but apparently this causes problems for larger vehicles so I can understand those double yellow lines being put down. As to the double yellow lines being proposed for outside parsonage Barn but not on the opposite side of the road, I can't understand how it's okay to have cars parked on one side of the road there but not to have cars parked on one side of the road outside 56 to 72. The statement says the double yellow lines would "improve safety for road users where forward visibility was previously affected by parked vehicles" I don't think safety would be improved because I can't remember there ever being an accident on this stretch of road, (and I have asked other residents) how can zero accidents be improved on! As to the double yellow lines at the bottom of Knott Lanes near to Riversdale farm and Crime Lane I can't really comment as I don't really think I know what the situation is there. Also just as an afterthought, have the council bin wagons ever had a problem getting through? Thanks, Xxxxxx

Objection 15

Dear sirs,

I have just recieved the planned parking restrictions for Knott lanes.

I would like to say i live at XX Knott lanes and you proposal is to put yellow lines in front of my house. Infront of my house is where i park my car. The residents have nowhere else to park.

What proposal have you got for the residents of Knott lanes who park infront of there own owned homes. Would you be prepared to pay for a drives to be put on peoples property. The problem is the next section of houses either side of Knott lanes who like parking at the beginning of there row of houses.

Thank you from an annoyed resident

Hope to hear from you very soon.

Xxxx Xxxxxx

Supporting Letter 1

Hi

I live on Knotts lane and have received your letter ref the parking restrictions you are planning.

Please take this email as confirmation of my full support for these plans as I think it's a great idea not only as it is realistic but for safety reasons as well.

Some of the parking is currently getting out of hand and with this being the only access road (as crime lane is out of use to vehicles and constantly used for fly tipping) it is causing major disruptions, and we should be able to come and go from our property as and when required.

We are frequently blocked in by cars parking on both sides of the road and this causes issues for farmers and Horse boxes trying to leave the numerous farms situated further down the road.

Thanks Lee
Xxxxxx

Supporting Letter 2

Hi

I live on Knotts lane and have received your letter ref the parking restrictions you are planning.

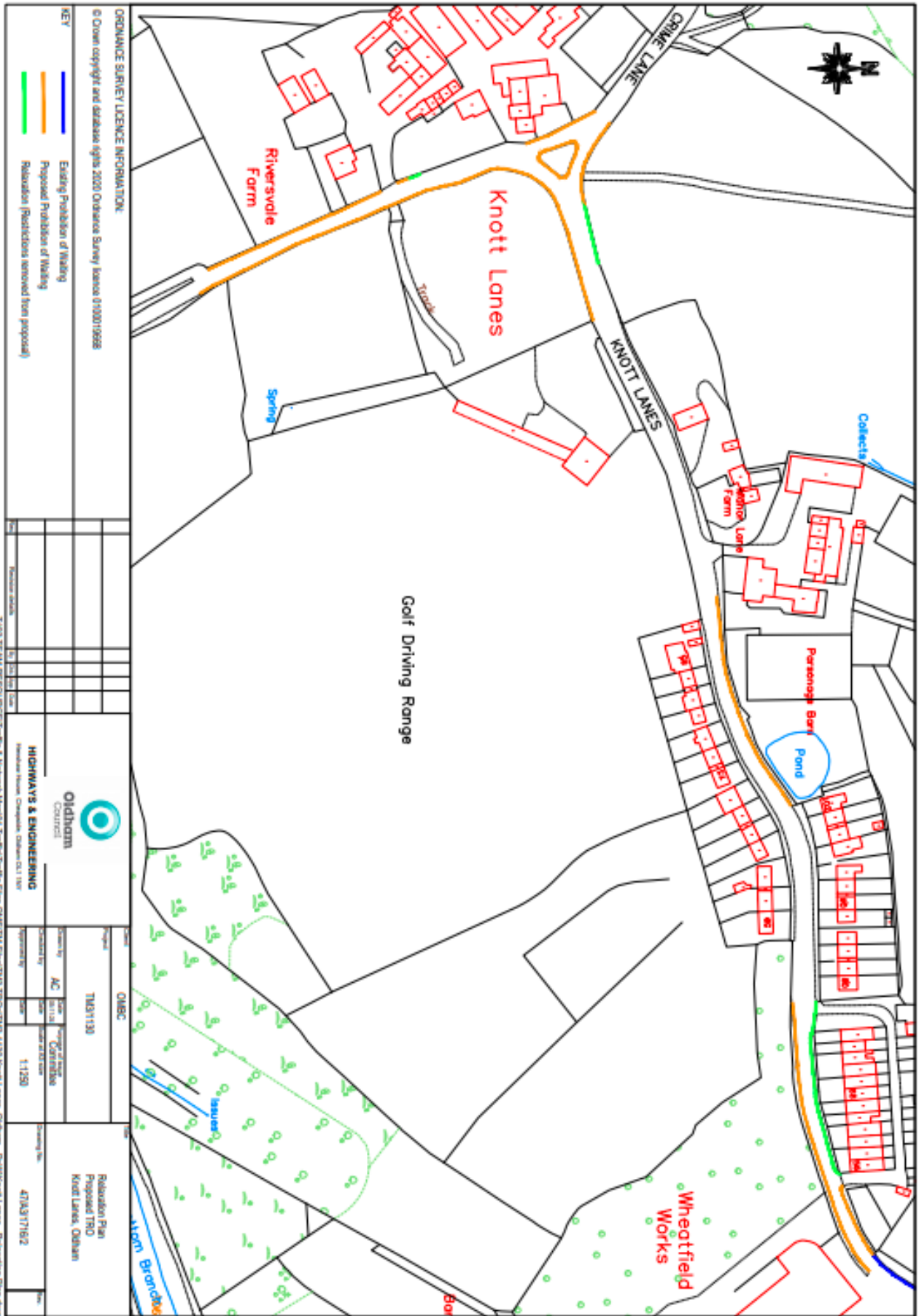
Please take this email as confirmation of my full support for these plans.

Some of the parking is currently ridiculous, and I have often had to get out of my vehicle and try and find out which cars belong to which residents as I can not get through. It is dangerous for dog walkers and the many children on horses.

I also worry what would happen in an emergency, for both Fire and Ambulances trying to get through.

Thanks
Xxxxxx

APPENDIX C
AMENDED PLAN AND SCHEDULE



Schedule

Drawing Number 47/A3/1716/1

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

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Knott Lanes, Oldham</u> (South side) From a point 220 metres south-west of its junction with Ashton Road for a distance of 108 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side) From a point 220 metres south-west of its junction with Ashton Road for a distance of 30 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side) From a point 404 metres south-west of its junction with Ashton Road for a distance of 86 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (All sides) The full circumference of the island connecting Knott Lanes with Crime Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side) From a point 646 metres south-west of its junction with Ashton Road to its junction with Crime Lane (a distance of 35 metres in a general westerly direction)	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (South and East sides) From a point 600 metres south-west of its junction with Ashton Road for a distance of 198 metres in a westerly and then southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<u>Knott Lanes, Oldham</u> (West side) From its junction with Crime Lane for a distance of 29 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (West side) From a point 78 metres south of its junction with Crime Lane for a distance of 84 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	



HIGHWAY REGULATION COMMITTEE

Objections to Proposed Prohibition of Waiting – Platt Lane and Lark Hill Road, Dobcross

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Don't Trash Oldham

Officer Contact: Nasir Dad, Director of Environment

Report Author: Andy Cowell

Ext. 4577

30 January 2025

Reason for Decision

To consider objections received to proposed waiting restrictions at Platt Lane and Lark Hill Road, Dobcross.

Recommendation

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

Objections to Proposed Prohibition of Waiting – Platt Lane and Lark Hill Road, Dobcross**1 Background**

A report recommending the introduction of prohibition of waiting restrictions on Platt Lane and Lark Hill Road, Dobcross, was approved under delegated powers on 19 May 2024. The proposal was subsequently advertised, and two objections were received.

A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B. An annotated photo of the site is shown in Appendix C to help demonstrate the reported parking issue.

The main points raised by the objectors are detailed below along with the Council's response to each one.

The objectors state that there is a limited amount of on-street parking in the area and the proposed restrictions would result in some residents and visitors to their property having no convenient place to park. Some residents only have a limited amount of off-street parking space within the curtilage of their property.

Officers recognise that the proposed restrictions would reduce the number of on-street parking options directly outside some properties. However, the length of the proposed restrictions is the minimum thought necessary to address the access issues identified and cater for any displacement. The Council has a duty in respect of road safety and maintaining access along the highway. It is not the responsibility of the Council to provide parking directly outside residential properties as this cannot always be safely achieved.

The majority of residents local to the proposal have the use of off-street parking places and there is on-street parking space away from the junction and bend within a very short walking distance.

The number of vehicles displaced would be minimal and the nearby surrounding road network such as Lark Hill Road can accommodate parking safely.

The objectors wish for the scheme to be relaxed so that restrictions only cover the section of highway directly opposite Lark Hill Road.

Parking in advance of the area opposite the junction still forces vehicles into the opposing traffic lane in conflict with vehicles turning left out of Lark Hill Road, which is why the restrictions extend further south-east. Reducing the length of the restrictions would therefore not solve the issue reported.

The objectors state that the parked vehicles act as a traffic calming measure and have concerns over vehicle speeds along Platt Lane. The objectors also wish for the 20mph speed limit to be extended towards the area of concern.

Parked vehicles are not a form of traffic calming and are also not always present along the same area of highway. It is clear that the effect of vehicles parked opposite a junction is to force motorists across the centre line in conflict with traffic exiting the side road. This is why this advice is contained within The Highway Code. Parking in contravention of The Highway Code would not be considered to be a form of traffic calming.

The latest speed survey recorded an average speed of 28.7mph along Platt Lane. The temporary 20mph speed limits in Saddleworth are to be reviewed separately.

The objectors state that they believe that the highways department has acknowledged that parked cars generally slow vehicles down (see attachment in Objection 1).

This is incorrect. The information in the attachment has been misinterpreted by the objectors. The diagrams in the attachment only serve to demonstrate how parking in advance of a bend can potentially be more problematic than parking on a bend itself. However, both parking practices are considered dangerous, and it certainly does not condone parking on a bend itself. The diagrams are only to demonstrate that parking restrictions should apply to the area in advance of a bend as well as to a bend itself, and to help demonstrate how a parked vehicle may be less visible either side of a bend compared to on a bend. In no way does it indicate that the Council would allow parking on a bend to regulate vehicle speeds.

The objectors state that the visibility issue will still exist even if the restrictions are introduced but may be made worse by an increase in vehicle speeds due to lack of parked vehicles.

The Council accepts that the visibility issue will still exist even if the restrictions are introduced. As described in the report, visibility at the junction is severely restricted due its position on the inside of a long sweeping bend, the position of a property and retaining wall on each side, and the lack of a footway. However, parked vehicles opposite the junction of Lark Hill Road compound the situation further as it forces motorists closer to the junction and therefore in direct conflict with motorists exiting the side road. This is the main reason for the scheme. If vehicle speeds did increase, these vehicles would not be in direct conflict with vehicles exiting Lark Hill Road as they would not have to cross the centre line into the opposing traffic lane.

The objectors have concerns about residents reversing out of their driveways with no protection from parked vehicles.

Firstly, reversing out of a driveway is not advisable. Residents should always either drive in forward gear and turn within the curtilage or reverse in and exit in forward gear. Secondly, reversing between parked vehicles could also be considered unsafe.

The objectors would prefer to see a mirror installed as an alternative to waiting restrictions.

There is currently a trial mirror at one site in the Borough. Given the number of other problematic sites, at this stage, there are no plans to extend the trial. The mirrors are costly and there is no specific budget to purchase and install them, or to maintain them. There are many disadvantages to mirrors so the Council needs to be careful in considering other sites.

Prior to 2016 the Department for Transport (DFT) only permitted the use of mirrors under certain circumstances. Applications had to be made to the DFT for special authorisation and these would only be considered for junctions in rural/semi-rural locations where visibility is virtually nil. Additionally, there would also have to be evidence of collisions related to poor visibility and high speed crossing traffic at locations where a mirror was being requested. Historically, many of the Greater Manchester Highway Authorities had an approach not to allow the use of mirrors on the highway. Concerns relating to maintenance and liability in the event of an accident are widely documented.

The objectors state that there is a general issue with traffic all along Platt Lane, through the village, Woods Lane, and Sugar Lane. There are numerous junctions, pinch points, blind bends, and junctions that have raised many issues previously. This multitude of individual issues should be addressed as a single concern therefore limiting the financial exposure of the council rather than addressing single issues on a per instance basis.

A number of waiting restriction schemes have been introduced in Dobcross over the years and many junctions, bends and narrow sections of highway have already been protected. It would be preferable to combine proposals but not all issues are raised at the same time and previous attempts to introduce restrictions over a wider area in Dobcross have not been supported.

The objectors have concerns over residents with disabilities and how they will be affected as some of the driveways are steep and unable to be used easily. These properties are also frequented by blue badge holders with limited mobility issues.

If vehicles are causing an issue by parking on the highway then it may not be possible to accommodate parking for blue badge holders within this area, although blue badge holders can park on prohibition of waiting restrictions for up to three hours. There is a slight gradient on some of the driveways but all have level areas where disabled residents could park. Further to this, officers have checked with the Blue Badge & Local Welfare Provision Team who have confirmed that there are no current blue badges issued to any of these addresses or any new applications.

The objectors suggest that the volume of displaced vehicles impacted by restrictions to three properties (Barcroft House, Minden and Glenhurst) does not warrant extending the restrictions to a significant length along Platt Lane towards Delph and up Lark Hill from the junction with Platt Lane.

The length of the proposed restrictions does not relate to the length of highway currently affected by parked vehicles. It is not possible to predict where vehicles will be displaced to, so a wider area is protected. Further to this, the restrictions on Lark Hill Road are minimal at 12 metres long. These would serve to prevent vehicles parking too close to the junction which could adversely affect movements into and out of Lark Hill Lane, potentially causing a safety issue for motorists travelling along Platt Lane.

The objectors state that that the current proposal for the length of markings would push roadside parking further down toward Becca House, closer to the junction with Bar Meadow. Vehicles parked near Bar Meadow significantly reduce visibility for residents entering Platt Lane, thereby creating a new safety hazard.

It is the view of Officers that given the limited number of vehicles being displaced that this should not affect the next junction along, Bar Meadow.

The objectors state that they have concerns about parking on Lark Hill Road. Firstly, vehicles parked there are at a higher risk of theft, as no properties overlook this quiet, secluded lane. Unfortunately, we have experienced this ourselves. Moreover, Lark Hill Road is not an ideal parking option for safety reasons, particularly for residents like us returning from work late at night or in the early hours after a night shift.

Residents would also have the option of parking on Platt Lane beyond the end of the restrictions and they also have the use of their own off-street parking spaces.

-
- 1.2 **Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998**
- None
- 1.3 **Risk Assessments**
- These were dealt with in the previous report (refer to Appendix A)
- 1.4 **Co-operative Implications**
- These were dealt with in the previous report (refer to Appendix A)
- 1.5 **Procurement Implications**
- None
- 2 **Current Position**
- 2.1 Objections reported to Highway Regulation Committee
- 3 **Options/Alternatives**
- 3.1 Option 1: Introduce the proposed restrictions as advertised
Option 2. Relax the proposal
Option 3. Do not introduce the proposed restrictions
- 4 **Preferred Option**
- 4.1 Option 1
- 5 **Consultation**
- 5.1 The Saddleworth North Ward Members have been consulted and Councillor P Byrne agrees with the recommendation to support the proposed original.
- 5.2 Councillor G Harkness has commented, I previously made comment on these proposals and spoke with the officer at the time. There are many areas in Saddleworth where visibility is not fantastic. There are much worse areas to drive out of and I have driven out of this junction many times over the years without issues. I still do not see the need for these restrictions and any form of restrictions displace problems. I would still suggest that this is left as it is.
- 5.3 Councillor L Lancaster has commented, I am supportive of the original proposal. Amongst the objectors, there is acceptance of road safety concerns at the junction, which is welcome. I do not find those objections focused on loss of on-street parking to be convincing, as 1) the local authority cannot prioritise that as a consideration over road safety, 2) the nearby properties on Platt Lane enjoy private driveways, and 3) access provisions will still exist for disabled persons. There is hardly much public opposition and other objections raised have been reasonable responded to also.
- 6 **Financial Implications**
- 6.1 These were dealt with in the previous report (refer to Appendix A)

7 **Legal Implications**

7.1 These were dealt with in the previous report (refer to Appendix A)

8 **Equality Impact, including implications for Children and Young People**

8.1 No

9 **Key Decision**

9.1 No

10 **Key Decision Reference**

10.1 N/A

11 **Background Papers**

11.1 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 :TM3/1131

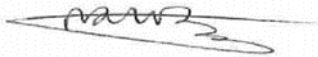
Name of File : Proposed Prohibition of Waiting – Platt Lane and Lark Hill Road, Dobcross
Records held in Highways Department, Spindles Shopping Centre, West Street, Oldham

Officer Name :Andy Cowell

Contact No : 4577

13 **Appendices**

13.1 Appendix A - Approved Mod Gov Report
Appendix B - Copy of Objections
Appendix C – Site Location Photo (Annotated)

<p>Signed</p>  <p>In consultation with Director of Environment</p>	<p>Dated 29.22.2024</p>
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APPENDIX A
APPROVED MOD GOV REPORT

Delegated Officer Report
(Non Key and Contracts up to a value of £100k)

Decision Maker:	Director of Environment, Nasir Dad
Date of Decision:	10 May 2024
Subject:	Proposed Prohibition of Waiting – Platt Lane and Lark Hill Road, Dobcross
Report Author:	Andy Cowell, Traffic Engineer
Ward (s):	Saddleworth North

Reason for the decision:

A complaint has been received via a Ward Member about visibility issues at Lark Hill Road at its junction with Platt Lane, Dobcross. It is reported that parking opposite the junction presents a safety issue for motorists attempting to enter Platt Lane. The Ward Member has requested that waiting restrictions are considered to address the issue reported.

Platt Lane links the Saddleworth villages of Dobcross and Delph. Lark Hill Road is a side road located approximately halfway along the route on the north east side. It is a quiet narrow rural road servicing only a few properties. The properties near to the junction all have off-street parking facilities but some on-street parking does take place on Platt Lane opposite the junction.

Visibility at the junction of Lark Hill Road and Platt Lane is severely restricted due its position on the inside of a long sweeping bend and the position of a property and retaining wall on each side. There is also no footway on the north east side of Platt Lane so the retaining wall and property form the edge of the carriageway.

Visibility for motorists exiting Lark Hill Road is therefore much less than would be expected at a junction, especially looking to the south east past the retaining wall. As is the case in many parts of Saddleworth though, these historic layouts do exist and will present difficulties for motorists where there are no footways and property abuts the highway. However, parking on the south west side of Platt Lane opposite the junction of Lark Hill Road compounds the situation further as it forces motorists closer to the junction and therefore in direct conflict with motorists exiting the side road.

Site visits have confirmed that parking does take place on the south-west side of Platt Lane opposite the junction. Although parking does not take place on the north-east side, the proposal will include both sides and also extend beyond the junction in a north easterly direction to cater for any displacement that may occur. To the north west of the junction forward visibility is affected by both the horizontal and vertical alignment of the road so it is felt that this area should also be protected by waiting restrictions. Slow markings will also be introduced to supplement the existing junction warning signs on Platt Lane.

It is proposed to promote new prohibition of waiting restrictions on Platt Lane and Lark Hill Road, Dobcross, as detailed on plan 47/A4/1717/1.

If approved, the proposal would improve safety for motorists exiting Lark Hill Road by preventing parking opposite the junction.

Summary:

The purpose of this report is to consider the introduction of new prohibition of waiting restrictions on Platt Lane and Lark Hill Road, Dobcross.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1: To approve the recommendation
Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

The Ward Members have been consulted and Councillor L Lancaster supports the proposal.

Councillor G Harkness has commented, Sorry, but I do not think at this stage I can support the road restrictions proposed. I have concerns that this could cause more problems than it solves and I suspect there will be quite a few objections to the proposals

There is the small cafe and cafe also has the small plant nursery and this would impact this business and I do not see it as a sufficient problem to put extensive additional waiting restrictions and impact the business. It is not great visibility but neither are many places in Saddleworth. The cars would park further down where the road bendy which would be more dangerous. Alternatively, they would try to park nearer the village which could cause more with less passing points for cars on Platt Lane. There have been a number of restrictions/ proposed restrictions around Dobcross recently and cars will be dispersed somewhere.

Traffic Engineers Response:

The number of vehicles displaced would be minimal and the nearby surrounding road network such as Lark Hill Road can accommodate parking safely. The business has its own car park and the report relates to parking by residents not customers.

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 has no comment on this proposal.

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.

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

Implications:

What are the **financial** implications?

The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,200
Introduction of Road Markings	1,000
TOTAL	2,200

The advertising & road marking expenditure of £2,200 will be funded from the 2024/25 Highways TRO & road markings budgets.

(John Edisbury)

What are the **legal** implications?

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.

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)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

Equality and Diversity Impact Assessment attached or not required because (please give reason)

Not required because the measures proposed are aimed at improving highway safety.

Oldham Impact Assessment Completed (Including impact on Children and Young People)

No

What are the **property** implications

None

Risks:

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

Vicki Gallacher (Head of Insurance and Information Governance)

Co-operative implications

None (James Mulvaney)

Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998

None

Environmental and Health & Safety Implications

If approved, the restrictions will improve safety for road users.

IT ImplicationsNone.

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

ScheduleDrawing Number 47/A4/1717/1

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

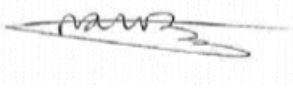
**Part I Schedule 1
Prohibition of Waiting**

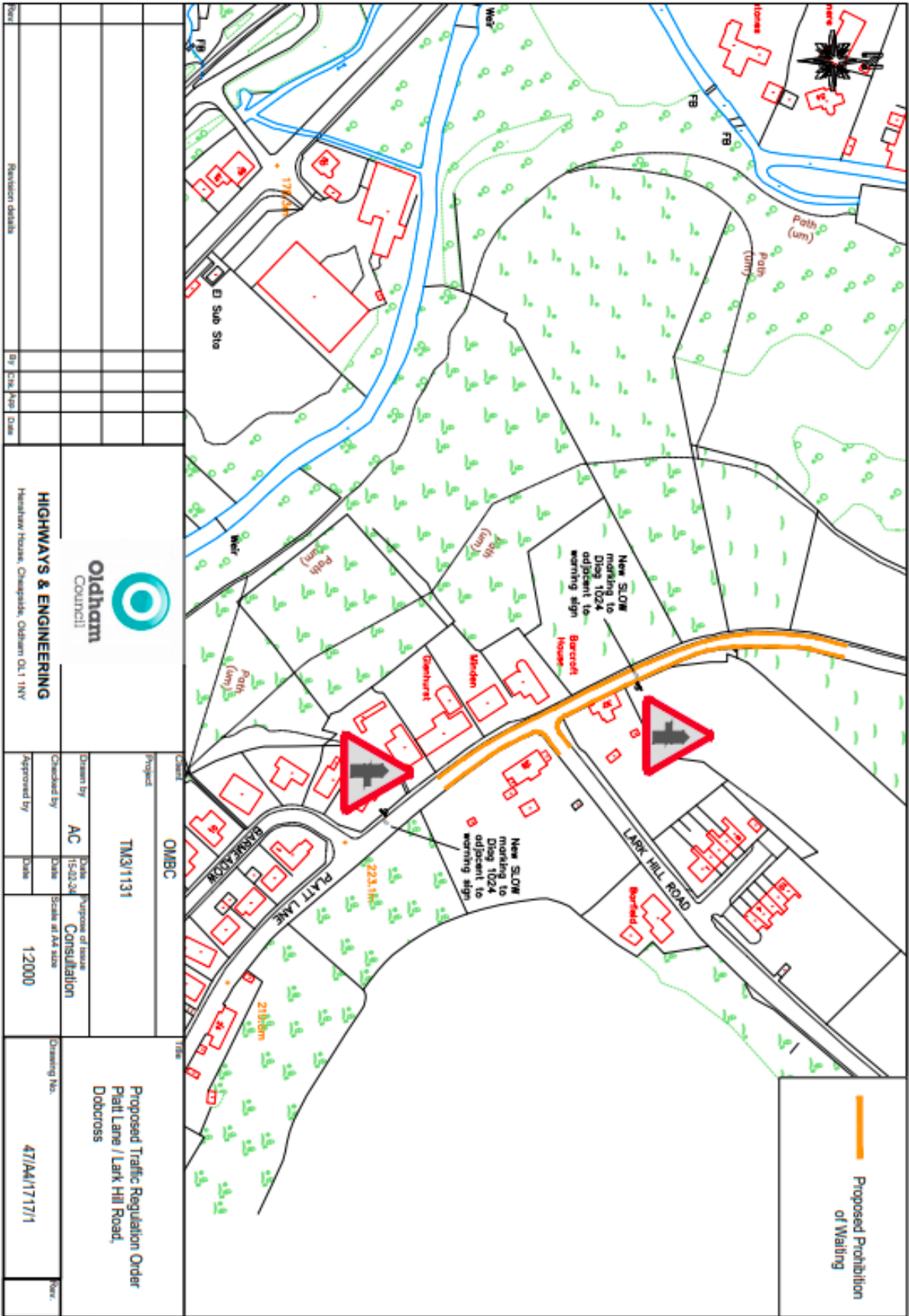
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Lark Hill Road, Dobcross</u> (Both sides) From its junction with Platt Lane for a distance of 12 metres in a north easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Platt Lane, Dobcross</u> (North east side) From a point 47 metres south east of its junction with Lark Hill Road to a point 130 metres north west of its junction with Lark Hill Road	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Platt Lane, Dobcross</u> (South west side) From a point 44 metres north west of its junction with Barmeadow for a distance of 187 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

There are no background papers for this report

Report Author Sign-off:	
Andy Cowell	
Date: 10 May 2024	

In consultation with Director of Environment

Signed :  Date: 19 May 2024



1:2003 TEAM RESOURCE/Traffic & Network Man/01 Traffic/Traffic Files QMS/ITM Files/ITM3 TR/OPT/ITM3-1131 Platt Lane, Dobcross - P/W/Platt Lane Dobcross.dwg

<p>Oldham Council</p>		<p>HIGHWAYS & ENGINEERING</p> <p>Headrow House, Chapelside, Oldham OL1 1NY</p>	
Client	OMBC	Drawn by	AC
Project	TM3/1131	Date	15/03/24
		Scale of A4 size	1:2000
		Checked by	AC
		Date	12/03/24
		Approved by	AC
		Date	12/03/24
<p>Proposed Traffic Regulation Order Platt Lane / Lark Hill Road, Dobcross</p>		Drawing No.	47/AM/17/11
<p>Revision details</p>		Rev	Date
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APPENDIX B
COPY OF OBJECTIONS

Objection 1

To whom it may concern,

Re: Proposed Parking Restrictions -OBJECTION

The Oldham Lark Hill Road and Platt Lane Dobcross Prohibition of Waiting Order 2024

This objection is in response to the notice and the Statement of Reasons received dated 30th September. The notice indicates that a fellow Ward Member has an issue with the junction of Lark Hill Road and Platt Lane and proposes a course of action(s) to which we are objecting.

The main thrust of the objection is that the proposals will cause severe inconvenience, major accessibility issues to the residents of the proposed section on Platt Lane and do not address general traffic issues already raised with Cllr Lancaster.

There are a number of issues that are outlined in the notice and proposals to mitigate them. However, we do not feel that the issues have been fully investigated or any impact assessment undertaken. As Ward Members ourselves we feel there are alternative remedies that could address the concerns surrounding the junction but would also mitigate the impact to the residents of Platt Lane.

1. **Speed Issue:** It has been a continual point that the residents on Platt Lane feel the area is being used as a 'rat run' for motorists to access Diggle, particularly the new school. This is a well-documented issue with Woods Lane too. One of the reasons for the parking on the road by residents is to slow traffic down as cars continually rush over the blind bend near the Toll House. In addition, traffic also accelerates after coming through Dobcross, after having negotiated the parking near the Dobcross Band Club, and race passed our houses. Our off-road parking is limited and sloped and means we must reverse into Platt Lane. This makes it extremely dangerous for us to leave our drives and the parked cars act like a buffer to allow us to leave safely. Currently residents who need to maintain their properties must park vehicles or place wheelie bins on the road to ensure that they are not hit by cars travelling too fast (speak with owners of the Toll House café to gain further understanding of this issue). It is our view that removing parked cars would increase the average speed passed this junction. I believe the highways department has acknowledged that parked cars generally slow vehicles down (see attachment). I would therefore ask that you undertake an updated traffic speed survey (with and without parking restrictions) to fully understand this problem.

Counter Proposal: The extension of the 20-mph speed limit area which currently finishes just after the junction with Bar Meadow should be extended to the area of road where Platt Lane changes to Gatehead Road. This would encourage motorists to slow down on the blind bend which they currently do not or stop them from accelerating once they have left the village. Any extension of the 20mph zone would need to be coupled with an enforcement strategy as the current strategy in the existing restricted area has an extremely limited effect.

2. **Access needs and length of road affected by proposed restrictions:** The proposal is to prohibit waiting to a large area of both Lark Hill Road and Platt Lane. The proposal applies restrictions to a large length due to displacement of vehicles.

Currently there are five properties in that area, The Toll House, Barcroft House, Minden, Bekaa House and Glenhurst. These properties have limited off road parking yet still require access for maintenance (e.g. gardeners and cleaners), deliveries, skips etc. The properties have been in existence for many years without any issue or need for traffic regulations prior to the increase in traffic using Platt Lane as a cut through. As such, the residents of Platt Lane are being penalised. These properties are also frequented by blue badge holders with limited mobility issues. Parking far from the properties or up a steep hill like Lark Hill would not be an option for these family members.

3. I would also like to suggest that the volume of displaced vehicles impacted by restrictions to three properties (Barcroft House, Minden and Glenhurst) does not warrant extending the restrictions to a significant length along Platt Lane towards Delph and up Lark Hill from the junction with Platt Lane.

Counter Proposal: The prohibition of waiting area to be restricted to the immediate area opposite the junction with Lark Hill Lane from the drive at Barcroft House to the area in front of the Toll House. This would avoid motorists leaving Lark Hill Lane being impinged.

3. Visibility

Issue: Visibility at the junction is restricted. It always has been. Residents have lived in the area for many years without an issue. The only change is that traffic is more frequent and travelling faster than previous causing more of an issue for those residents leaving the junction. Even if the proposals were adopted fully, it would not prevent an issue for those motorists leaving Lark Hill Lane. The traffic would still be there, and the junction would still have visibility issues. In fact, it may be worse as traffic would be travelling faster as it would not have to slow down to pass parked cars. I also believe that if a full observation were to be made then the planners would see that cars typically travel in the middle of the road due to the camber and road width at certain points. Removing parking rights would not improve this situation as the optimal solution would be to be to designate the carriageway as single lane with prioritisation and enforcement.

Counter Proposal: Erect a convex mirror on the telegraph pole at the junction to give motorists better visibility on leaving Lark Hill Lane. This would be cheaper, effective, and less restrictive for those residents affected by the proposals. Alternatively, investigate a single carriageway strategy to alleviate the narrow lane issue outlined above.

4. Consistency of Approach to General Traffic Concerns in the Area:

Issue: There is a general issue with traffic all along Platt Lane, through the village, Woods Lane, and Sugar Lane. There are numerous junctions, pinch points, blind bends, and junctions that have raised many issues previously. This multitude of individual issues should be addressed as a single concern therefore limiting the financial exposure of the council rather than addressing single issues on a per instance basis.

Proposal: As proposed above, a full investigation needs to be undertaken across the whole of Platt Lane and through the village to have a cohesive plan about traffic management, and enforcement, rather than being done on a per instance basis which is both time consuming, lengthy and more expensive in the long run.

As the Statement of Reasons confirms, there are historic layouts which exist, limited footways and properties which abut the highway. This area has never been perfect and

some of the issues will still exist even with any proposals that are adopted. However, we feel as though the proposals suggested above will go some way to addressing the concerns of the original Ward Member without overshadowing the concerns of us as Ward Members too and our right of fair access and use of our dwellings.

It is for these reasons outlined that we object to the existing proposals as detailed on the plan 47/A4/1717/1 as we do not feel that they would sufficiently improve safety for motorists exiting Lark Hill Road and furthermore it would negatively impact the access for the residents on Platt Lane.

Yours faithfully

XX and XXX XXXXX

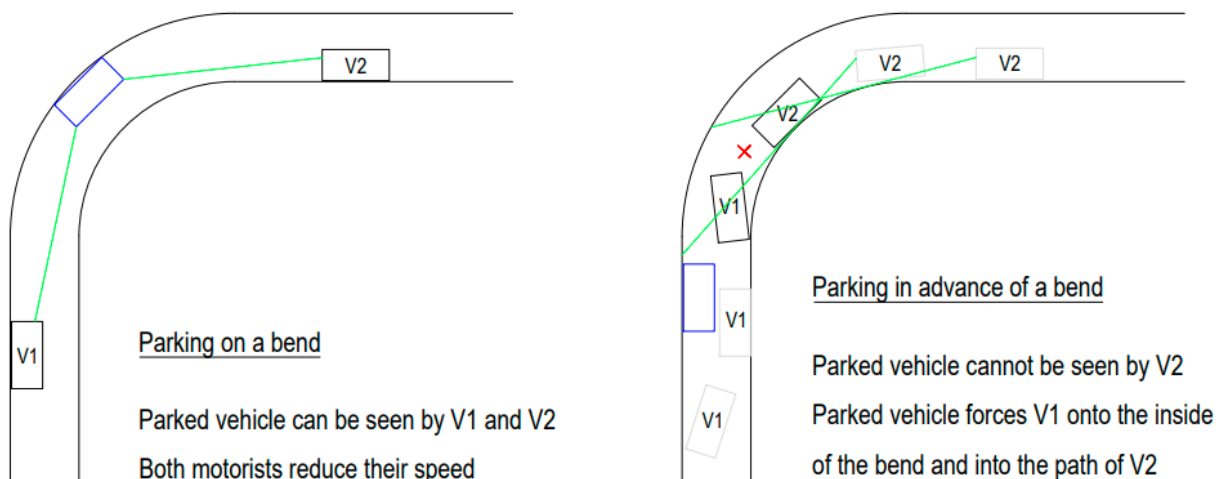
Attachment

Dear XX XXXXXX

The process to introduce new parking restrictions on the highway requires the making of a new traffic order. There is an onerous legal, democratic and consultation process to follow to make an order, which can take up to 12 months and cost in the region of £3000. Therefore, the Council must be satisfied that there is a strong justification to promote a new order and requests are prioritised.

I will first of all write to the residents in the area in an attempt to deter parking near the bend. Most residents seem to have access to off-street parking facilities. If the problem continues we will liaise with your ward members to discuss whether or not a new traffic order would be appropriate.

Please note that parking on a bend is not necessarily the greatest concern as demonstrated below. Therefore, any restrictions would need to cover a wider area.



Kind regards
Andy

Dear XX XXXXX

Thank you for your email regarding obstructive parking on Gatehead Road at its junction with Midgrove Lane, Delph.

Please accept this e-mail as an acknowledgement and be advised, whilst every effort is being made to progress the numerous requests currently being received within the Highways Department, due to the current high demand on the service, this process is taking longer than anticipated.

Whilst, an investigation will be undertaken at the earliest opportunity and observations undertaken, I am unable to provide you with a timescale when this will be.

Until this issue can be address, if you have any additional comments relating to this matter or photos you wish to send please forward them to env.Traffic@oldham.gov.uk

Kind Regards

Traffic Team

Traffic and Network Management
Highways and Engineering

Oldham Council
Currently working remotely but contactable via Email and Microsoft Teams

Oldham Council Office, Spindles Shopping Centre,
George Street,
Oldham
OL1 1HD

Objection 2

Dear Sir/Madam,

Re: Proposed Parking Restrictions AC/TM3.
THE OLDHAM LARK HILL & PLATT LANE DOBCROSS PROHIBITION OF WAITING
ORDER 2024.

I am writing in response to the proposed parking restrictions referenced above.

Firstly, we sympathize with our neighbours on Lark Hill and Moordale Avenue who are experiencing visibility issues due to parking at the junction of Platt Lane and Lark Hill. We agree that waiting restrictions and slow markings should be implemented to address this concern.

However, we feel that the extent of the proposed parking restrictions outside Minden and Glenhurst is excessive and, if enforced, may lead to new parking, visibility, and safety challenges. In this response, we will outline these concerns individually.

Our first point is that the current proposal for the length of slow markings would push roadside parking from outside our property and that of our neighbours at Glenhurst on Platt Lane, further down toward Becca House, closer to the junction with Bar Meadow. Having lived and driven on Platt Lane for 18 years, I can attest that vehicles parked near Bar Meadow significantly reduce visibility for residents entering Platt Lane, thereby creating a new safety hazard.

Additionally, it has been suggested that residents in this area of Platt Lane, including ourselves, should park across the road on Lark Hill. However, after living here for eighteen years, we know that parking on Lark Hill presents its own set of problems. Firstly, vehicles parked there are at a higher risk of theft, as no properties overlook this quiet, secluded lane. Unfortunately, we have experienced this ourselves. Moreover, Lark Hill is not an ideal parking option for safety reasons, particularly for residents like us returning from work late at night or in the early hours after a night shift.

Furthermore, parked vehicles on Lark Hill could create difficulties for residents entering Lark Hill from Platt Lane.

It's also important to note that even with slow markings, the visibility issue may not be fully resolved. Due to the retaining wall at 28 Platt Lane, drivers turning onto Platt Lane from Lark Hill will still need to inch forward to gain visibility. As you are likely aware, visibility is a challenge along much of Platt Lane, and caution must always be exercised by drivers.

To conclude, while we fully support the implementation of slow markings at the junction of Lark Hill and Platt Lane to prevent parking opposite the junction and improve visibility for motorists and residents, we propose a modification. Specifically, we suggest that the slow markings extend for 18 metres from the 'Platt Lane' sign on the southwest side of the junction and stop at the start of the retaining wall at Minden.

We believe this solution would address the safety concerns at the mentioned junction without introducing additional parking or safety issues for the ward members living along other sections of Platt Lane or Lark Hill.

Thank you for your time and consideration.

XXXXXX and XXXX XXXXXX

APPENDIX C
SITE LOCATION PHOTO (ANNOTATED)

