

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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 19 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, 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 southwest 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 extends 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 bends 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 Implications

None.

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

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

Schedule

Drawing Number 47/A4/1717/1

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

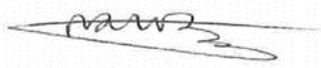
**Part I Schedule 1
Prohibition of Waiting**

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

