

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.

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- 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

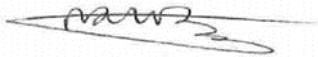
Name of File : Proposed Prohibition of Waiting – Platt Lane and Lark Hill Road, Dobcross
Records held in Highways Department, Spindles Shopping Centre, West Street, Oldham

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  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 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	

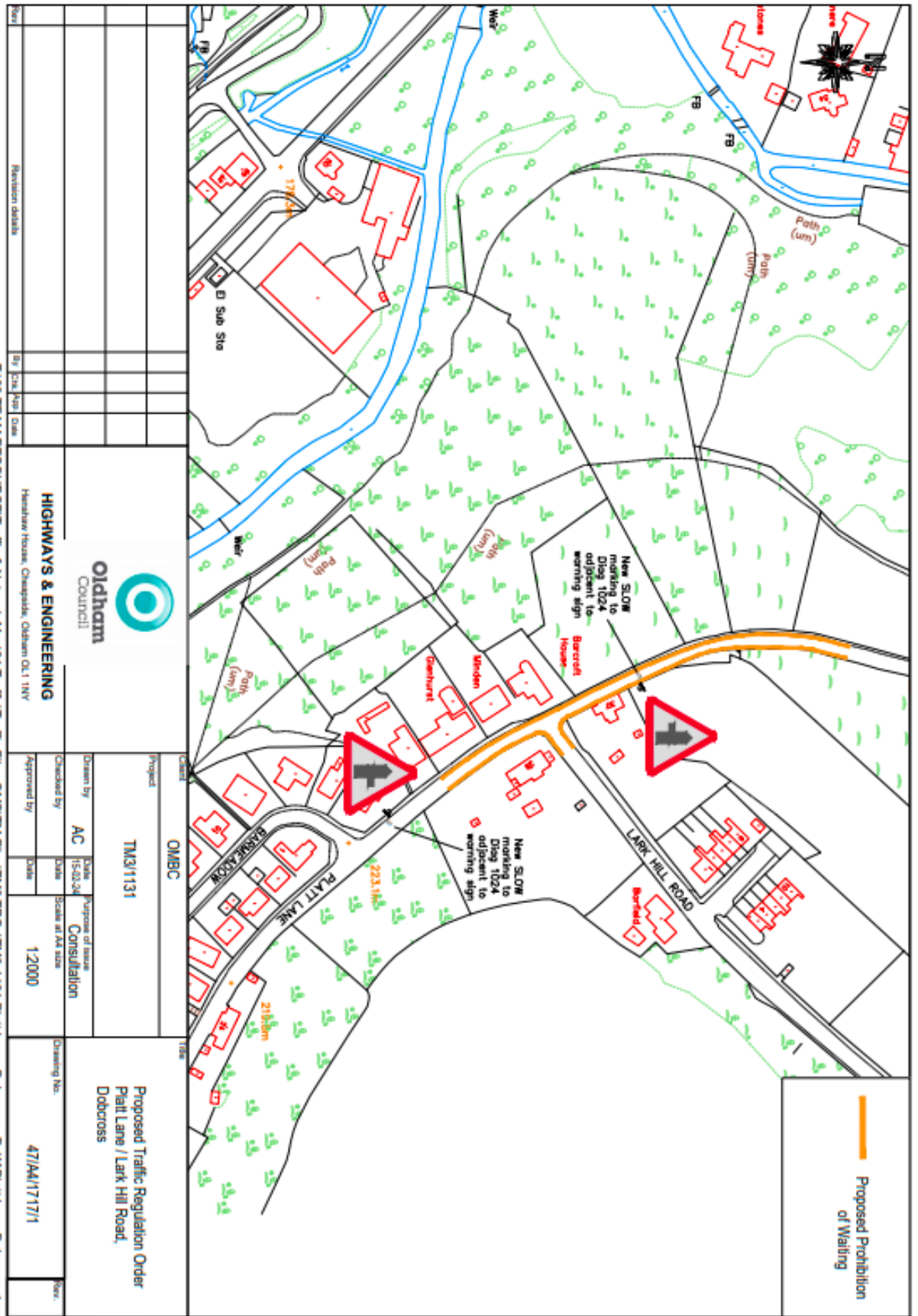
There are no background papers for this report

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

In consultation with Director of Environment

Signed : 

Date: 19 May 2024



T:\03 TEAM RESOURCE\Traffic & Network Map\01 Traffic\Traffic Files QMS\TM3 PROJ\TM3-131 Platt Lane, Dobcross - P/W\Platt Lane Dobcross.dwg

 Oldham Council			HIGHWAYS & ENGINEERING Headrow House, Chapels, Oldham OL1 1NY		
Client OHBC		Project TM3/1131			
Drawn by AC		Date of issue 12/03/20			
Checked by AC		Scale of A4 size 1:2000			
Approved by AC		Drawing No. 47/AM/17/1			
Proposed Traffic Regulation Order Platt Lane / Lark Hill Road, Dobcross					
Revision details					
No.	Description	Date			

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

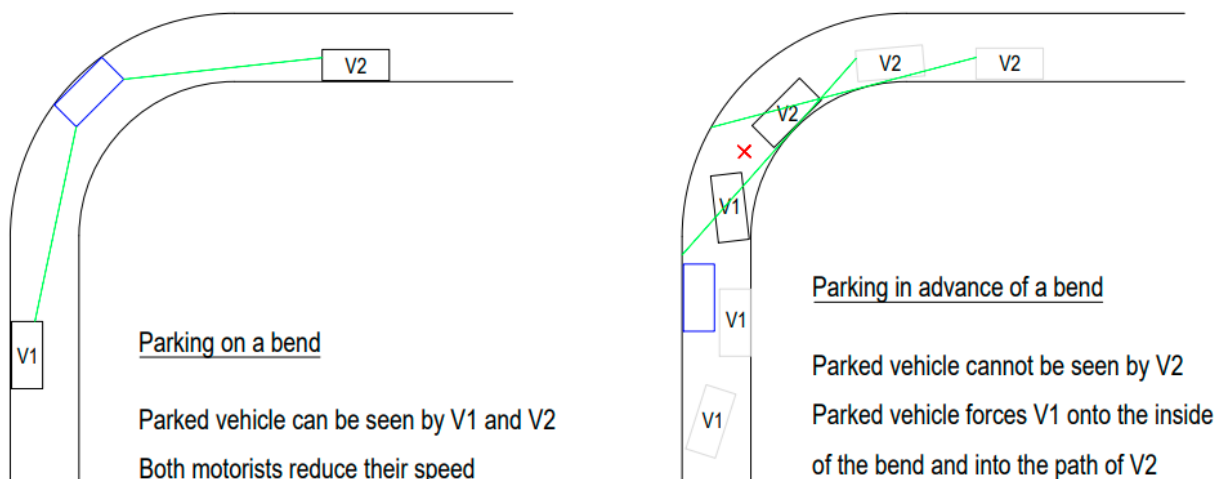
Attachment

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)

