

***TRAFFIC REGULATION ORDER PANEL  
Regulatory Committee  
Agenda***

Date Thursday 26 July 2018

Time 5.30 pm

Venue Crompton Suite, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any 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 Paul Entwistle or Kaidy McCann in advance of the meeting.
  2. CONTACT OFFICER for this Agenda is Kaidy McCann Tel. 0161 770 5151 or email [Kaidy.mccann@oldham.gov.uk](mailto:Kaidy.mccann@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 Monday, 23 July 2018.
  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.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

Recording and reporting the Council's meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors S Bashforth, C. Gloster, Murphy and Shuttleworth

Item No

1 Election of Chair

The Panel is asked to elect a Chair for the Municipal Year.

- 2 Election of Vice Chair  
The Panel is asked to elect a Vice Chair for the Municipal Year.
- 3 Apologies For Absence
- 4 Urgent Business  
Urgent business, if any, introduced by the Chair
- 5 Declarations of Interest  
To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 6 Public Question Time  
To receive Questions from the Public, in accordance with the Council's Constitution.
- 7 Minutes of Previous Meeting (Pages 1 - 6)  
The Minutes of the Traffic Regulation Order Panel held on 12<sup>th</sup> March 2018 are attached for approval.
- 8 Sandy Lane, Dobcross - Objection to Proposed Double Yellow Lines (Pages 7 - 24)  
To consider two objections received to the proposal to introduce yellow lines along part of Sandy Lane, Dobcross



**TRAFFIC REGULATION ORDER PANEL**  
**12/03/2018 at 5.00 pm**

**Present:**

Councillors S Bashforth, Gloster, Murphy and Shuttleworth

Also in Attendance:

Alan Evans

Group Solicitor, Oldham  
Metropolitan Borough Council,  
OMBC

Phil Bonworth

Community Safety Officer, OMBC

Lorraine Kenny

Community Safety Manager, OMBC

Daniel Meadowcroft

Highways Asset Client Manager,  
OMBC

Gary Sutcliffe

Principal Engineer, Unity  
Partnership

1           **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2           **URGENT BUSINESS**

There were no items of urgent business received.

3           **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4           **PUBLIC QUESTION TIME**

There were no public questions received.

5           **MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the Traffic Regulation Order Panel meeting held on 11<sup>th</sup> December 2017 be approved as a correct record subject to the amendment of resolution 1 of minute 8 (Objections to Proposed Disabled Persons Parking Places Order - Various Locations) to read:

The proposed disabled parking bay for 30 Eric Street, Oldham be introduced without amendment and the proposed bay for 33 Eric Street, Oldham be deferred and the feasibility of locating it on Goss Hall Street be investigated.

6           **OBJECTIONS TO PROPOSED DISABLED PERSONS  
PARKING PLACES ORDER - OSBORNE STREET, SHAW**

The Panel gave consideration to a report which proposed to introduce two disabled persons parking places on Osborne Street, Shaw. The proposal had been approved under delegated powers on 6<sup>th</sup> September 2017 and subsequently advertised. Fifteen letters of objection and one petition had been received.

Councillor Sykes attended the meeting and addressed the Panel on this matter.

Residents had expressed their concerns with regards to the fact that parking on Osborne Street was already limited; existing disabled parking spaces in adjacent streets had caused congestion and worsening of the traffic flow. Furthermore, residents had also highlighted that the proposal to position one of the disabled parking spaces in a turning head, would impede large vehicles to turn. Consequently, they would have to reverse for the length of the street. This would pose a risk to highway safety.

A feasibility study had been requested by the Ward Councillors, to evaluate the option to create off-street parking, by removing the footway from outside the properties needing the disabled parking bays.

The Panel was informed that the feasibility study had commenced and was in the process of being completed.

The Panel considered whether to defer the decision, pending the outcome of the feasibility study.

Options considered

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

It was moved by Councillor Bashforth and seconded by Councillor Gloster that the decision on the proposal to introduce two disabled persons parking places on Osborne Street, Shaw, be deferred to the next meeting of the Traffic Regulation Order Panel, pending the outcome of the feasibility study in relation to the creation of off-street parking by removing the footway from outside the properties in question.

**RESOLVED** that the decision on the proposal to introduce two disabled persons parking places on Osborne Street, Shaw be DEFERRED.

7

#### **OBJECTIONS TO PROHIBITION OF WAITING - CHAMBER ROAD AREA, OLDHAM**

Consideration was given to a report on the proposed introduction of Prohibition of Waiting in the Chamber Road area of Oldham.

A request had been received from the Housing Private Finance Initiative (PFI) Team, Oldham Council, for waiting restrictions in the form of double yellow lines to be placed in the Chamber Road area to remove obstructively parked vehicles.

The proposal had been approved under delegated powers on 6<sup>th</sup> September 2017 and subsequently advertised. Two letters of objections and two petitions had been received. Furthermore, a document in support of the proposal had been submitted by the PFI Team.

The Panel sought and received clarification on the measures that had already been taken to encourage residents to park in the allocated parking spaces at the rear of their properties.

Options considered

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

**RESOLVED** that, notwithstanding the objections received, the waiting restrictions be introduced as originally proposed and in accordance with the schedule contained in the original report.

8

**OBJECTIONS TO PROHIBITION OF WAITING -  
DOBCROSS NEW ROAD, DOBCROSS**

Consideration was given to a report on the proposal to introduce prohibitive waiting along part of Dobcross New Road, Dobcross.

A request had been received from Saddleworth Traffic and Transport Committee to address the obstructive parking taking place along Dobcross New Road.

The proposal had been approved under delegated powers on 9<sup>th</sup> October 2017 and subsequently advertised. One letter of objection had been received. The basis of the objection was that the parked vehicles kept the traffic speed low.

Observations showed that the congestion of traffic at peak times could result in a highway safety problem if motorists struggled to exit the roundabout.

Options considered

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

Option 3: to introduce the measures on an experimental basis so their effect can be monitored.

**RESOLVED** that, notwithstanding the objections received, the order be introduced on an experimental basis so its effect can be monitored, in accordance with the proposal at the end of this report and that officers be given delegated authority to confirm the experimental order in the event that no objections are received from the public after it is introduced.

9

**OBJECTIONS TO PROHIBITION OF WAITING - PLATTING  
ROAD AND BURNEDGE LANE, LYDGATE, OLDHAM**

Consideration was given to a proposal to introduce prohibitive waiting restrictions at the junction of Plating Road and Burnedge Lane, Lydgate.

A complaint had been received regarding difficulties being experienced by motorists seeking to exit Burnedge Lane attempting to observe motorists approaching along Platting Road, due to vehicle parking immediately at the junction outside the residential properties.

The proposal had been approved under delegated powers on 11<sup>th</sup> August 2017 and subsequently advertised. Three letters of objection had been received pointing out that the problematic parking was generated by school time parking.

Observations had been undertaken and it had been ascertained that the visibility problems were not attributed to school time parking.

The Panel sought and received clarification about refusal of potential disabled parking request.

Options considered

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

**RESOLVED** that, notwithstanding the objections received, the double yellow lines be introduced as originally proposed and in accordance with the schedules at the end of the report.

10

### **PUBLIC SPACE PROTECTION ORDER CROMPTON MOOR**

The Panel considered the proposal to introduce a Public Space Protection Order (PSPO) within Crompton Moor, Shaw.

Councillor Sykes attended the meeting and addressed the Panel in support of the proposed PSPO.

Officers from Oldham Council and partner agencies, as well as Elected Members, had raised concerns with Community Safety Services and the Royton, Shaw and Crompton District Team regarding anti-social behaviours on the Moor, causing detriment to lawful users and the environment.

During the consultation process for the PSPO, issues had been raised by residents and users with regard to the following proposed prohibitions:

- Dogs off leads which are out of control and damaging nesting sites, injuring and killing wildlife and
- Multiple dogs being walked.

The Panel was informed that, following an assessment carried out by the Senior Arboricultural and Countryside Officer, the proposed prohibition linked to the protection of nesting was no longer required. However, the prohibition on "Multiple dogs being walked" remained.

The Panel sought and received clarification on the methods to enforce some of the prohibitions included in the PSPO.



Options considered:

Option 1: make the order with all of the prohibitions included within the draft proposal.

Option 2: that the PSPO be approved with prohibition 3 be deleted.

Option 3: that the PSPO be refused and not granted.

**RESOLVED** that:

1. The proposed Public Space Protection Order detailed in Schedule 2 of the report be approved and implemented with the following amendments:
  - Prohibition 3 be deleted;
  - Prohibition 6 be amended to read: *"A person shall be guilty of an offence if they are found to be camping within the Restricted Area without the express written consent of the Oldham Metropolitan Borough Council"*.

The meeting started at 5.00 pm and ended at 5.46 pm

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**Report to TRO Panel**

## **Sandy Lane, Dobcross – Objection to Proposed Double Yellow Lines**

**Portfolio Holder:**

Councillor A Shah, Cabinet Member for Neighbourhood Services

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:** Sarah Robinson, Traffic Engineer  
Ext. 4377

**26 July 2018**

**Reason for Decision**

The purpose of this report is to consider two objections received to the proposal to introduce yellow lines along part of Sandy Lane, Dobcross.

**Recommendation**

It is recommended that notwithstanding the objections received, the yellow lines be introduced as originally proposed, in accordance with the schedule at the end of this report.

**Sandy Lane, Dobcross – Objection to Proposed Double Yellow Lines****1 Background**

- 1.1 A proposal to introduce double yellow lines along part of Sandy Lane, Dobcross, was approved under delegated powers on 30 November 2018; a copy of the report detailing the reason for the yellow lines is attached at Appendix A. The proposal was subsequently advertised and two letters of objection have been received, which are attached at Appendix B.
- 1.2 The yellow lines were proposed further to a complaint received from a resident of Dobcross regarding difficulties being experienced gaining access to the passage, adjacent to number 4 Sandy Lane, when motorists choose to park opposite its entrance when visiting The Swan Public House. The passage gives access to residential properties and off street parking.
- 1.3 The Swan public house is a very popular eating establishment, with many of its customers arriving by car. The pub does not have its own private car park; consequently customers have to find space within the adjacent highway to park.
- 1.4 The roads in the vicinity of the pub are particularly narrow and there is very little or no footway provision; consequently to maintain access for moving traffic and the bus service, it is not possible to park within The Square area itself. Motorists visiting the pub therefore tend to park wherever they feel it is appropriate, with one of the areas being along Sandy Lane adjacent the pub building. This area can accommodate approximately 3 vehicles and is located directly opposite to the access adjacent to number 4 Sandy Lane. When vehicles are parked in this area some motorists find difficulty gaining access to and from the passage.
- 1.5 To alleviate the problems being experienced, yellow lines have been requested to prevent motorists from parking.
- 1.6 The carriageway width of Sandy Lane, at this location, is approximately 6 metres, which would be narrowed to approximately 3 metres when vehicles are parked. As the parking adjacent the pub could also be affecting vehicle manoeuvres at the Platt Lane junction, it is felt that double yellow lines should be introduced to prevent parking taking place.

**2 Options/Alternatives**

- 2.1 Option 1 – Approve the Recommendation
- 2.2 Option 2 – Not to Approve the Recommendation

**4 Preferred Option**

- 4.1 The preferred option is Option 1

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## 5 Consultation

- 5.1 The Emergency Services and Transport for Greater Manchester were consulted in the original report.

## 6 Comments of Saddleworth North Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor P Byrne comment 'I would concur with my colleagues Cllrs Heffernan and Harkness on approval of these yellow lines but having read one of the letters of objection from a resident of Sandy Lane that they are a family of some disability and wonder is a bay marked for the disabled could be created there.'

## 7 Response to Councillors Comment

- 7.1 It is appreciated the difficulties that residents can experience parking in Dobcross village, particularly disabled residents, but the primary purpose of a highway is to maintain access for moving traffic; parking is only considered appropriate if it is not obstructive / problematic.
- 7.2 In the case of Sandy Lane, the parking taking place along this particular length has become problematic consequently the provision of a disabled bay would create the same problems. If the yellow lines were not being proposed and an application for a disabled bay was received, a bay at this location would not be approved.
- 7.3 Even if it was appropriate for a disabled bay to be introduced, these facilities can be used by any blue badge holder, so it could not be guaranteed that the resident would have regular use of the bay.

## 8 Financial Implications

- 8.1 These were dealt with in the previous report.

## 9 Legal Services Comments

- 9.1 These were dealt with in the previous report.

## 10 Co-operative Agenda

- 10.1 In respect of the introduction of yellow lines along Sandy Lane, Dobcross there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

## 11 Human Resources Comments

- 11.1 None.

## 12 Risk Assessments

- 12.1 None.

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**13 IT Implications**

13.1 None.

**14 Property Implications**

14.1 None.

**15 Procurement Implications**

15.1 None.

**16 Environmental and Health & Safety Implications**

16.1 These were dealt with in the previous report.

**17 Equality, community cohesion and crime implications**

17.1 The introduction of yellow lines along Sandy Lane may result in parking problems for some residents who may use this area to park, but unobstructed access and highway safety take priority over the need to park.

**18 Equality Impact Assessment Completed?**

18.1 No.

**19 Key Decision**

19.1 No.

**20 Key Decision Reference**

20.1 Not applicable.

**21 Background Papers**

21.1 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 :

None.

**22 Appendices**

22.1 Appendix A – Copy of ModGov Report  
Appendix B – Copy of Objections

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23 **Proposal**

23.1 It is proposed that notwithstanding the objections received the yellow lines be introduced without amendment, in accordance with the following schedule.

Schedule  
Drawing Number 47/A4/1484/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Sandy Lane</u> (South East Side)  Extending from its junction with The Square for a distance of 15 metres in a north easterly direction	At Any Time		

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**APPENDIX A**  
**COPY OF MODGOV REPORT**



**Oldham**  
Council

## **Delegated Decision**

# **Sandy Lane, Dobcross – Proposed Prohibition of Waiting**

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Sarah Robinson, Traffic Engineer  
Ext. 4377

**28 November 2017**

### **Reason for Decision**

The purpose of this report is to consider the introduction of prohibitive waiting restrictions along part of Sandy Lane Dobcross, to alleviate obstructive parking problems being experienced by residents wishing to access the passage adjacent to number 4 Sandy Lane.

### **Recommendation**

It is recommended that no waiting at any time restrictions be introduced along part of Sandy Lane, Dobcross, in accordance with the schedule at the end of this report.

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## Delegated Decision

### Sandy Lane, Dobcross – Proposed Prohibition of Waiting

#### 1 Background

- 1.1 A complaint has been received from a resident of Dobcross regarding difficulties being experienced gaining access to the passage, adjacent to number 4 Sandy Lane, when motorists choose to park opposite its entrance when visiting The Swan Public House. The passage gives access to residential properties and off street parking.
- 1.2 The Swan public house is a very popular eating establishment, with many of its customers arriving by car. The pub doesn't have its own private car park, consequently customers have to find space within the adjacent highway to park.
- 1.3 The roads in the vicinity of the pub are particularly narrow and there is very little or no footway provision; consequently to maintain access for moving traffic and the bus service, it is not possible to park within The Square area itself. Motorists visiting the pub therefore tend to park wherever they feel it is appropriate, with one of the areas being along Sandy Lane adjacent the pub building. This area can accommodate approximately 3 vehicles and is located directly opposite to the access adjacent to number 4 Sandy Lane. When vehicles are parked in this area some motorists find difficulty gaining access to and from the passage.
- 1.4 To alleviate the problems being experienced, yellow lines have been requested to prevent motorists from parking.
- 1.5 The carriageway width of Sandy Lane, at this location, is approximately 6 metres, which would be narrowed to approximately 3 metres when vehicles are parked. As the parking adjacent the pub could also be affecting vehicle manoeuvres at the Platt Lane junction, it is felt that double yellow lines should be introduced to prevent parking taking place.

#### 2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

#### 3 Preferred Option

- 3.1 The preferred option to approve is Option 1.



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**4 Justification**

4.1 In view of the access problems being experienced when vehicles are parked within Sandy Lane, adjacent to The Swan Public House, it is felt that double yellow lines should be introduced to alleviate the problem.

**5 Consultations**

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

5.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

**6 Comments Of Saddleworth North Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor D Heffeman would not disagree with the proposal and Councillor G Harkness supports the proposal.

**7 Financial Implications**

7.1 The cost of making this restriction along with initial road marking and maintenance thereafter is as follows:

	£
Advertisement of order	2,000
Road Markings	500
Total – Advertising/Road Markings	<u>2,500</u>
Annual Maintenance Costs (estimated October 2017)	<u>100</u>

7.2 The advertising and initial road marking cost of £2,500 will be funded from cost centre 40916 (Highways Operations – Unity).

7.3 The annual maintenance costs estimated at £100 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard/Sadrul Alam)

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## **8 Legal Services Comments**

8.1 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.

8.2 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)

## **9 Co-operative Agenda**

9.1 In respect of prohibiting waiting along part of Sandy Lane, Dobcross, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

## **10 Human Resources Comments**

10.1 None.

## **11 Risk Assessments**

11.1 None.

## **12 IT Implications**

12.1 None.

## **13 Property Implications**

13.1 None.

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**14 Procurement Implications**

14.1 None.

**15 Environmental and Health & Safety Implications**

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – In accordance with current specifications.

15.5 Built Environment – Minor alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The introduction of yellow lines will improve access to the passage opposite and also improve safety for all users at the Platt Lane junction.

**16 Equality, community cohesion and crime implications**

16.1 None.

**17 Equality Impact Assessment Completed?**

17.1 No.

**18 Key Decision**

18.1 No.

**19 Key Decision Reference**

19.1 Not applicable.

**20 Background Papers**

20.1 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 :

None.

**21 Proposal**

21.1 It is proposed that no waiting at any time restrictions be introduced along Sandy Lane, Dobcross, in accordance with the following schedule.

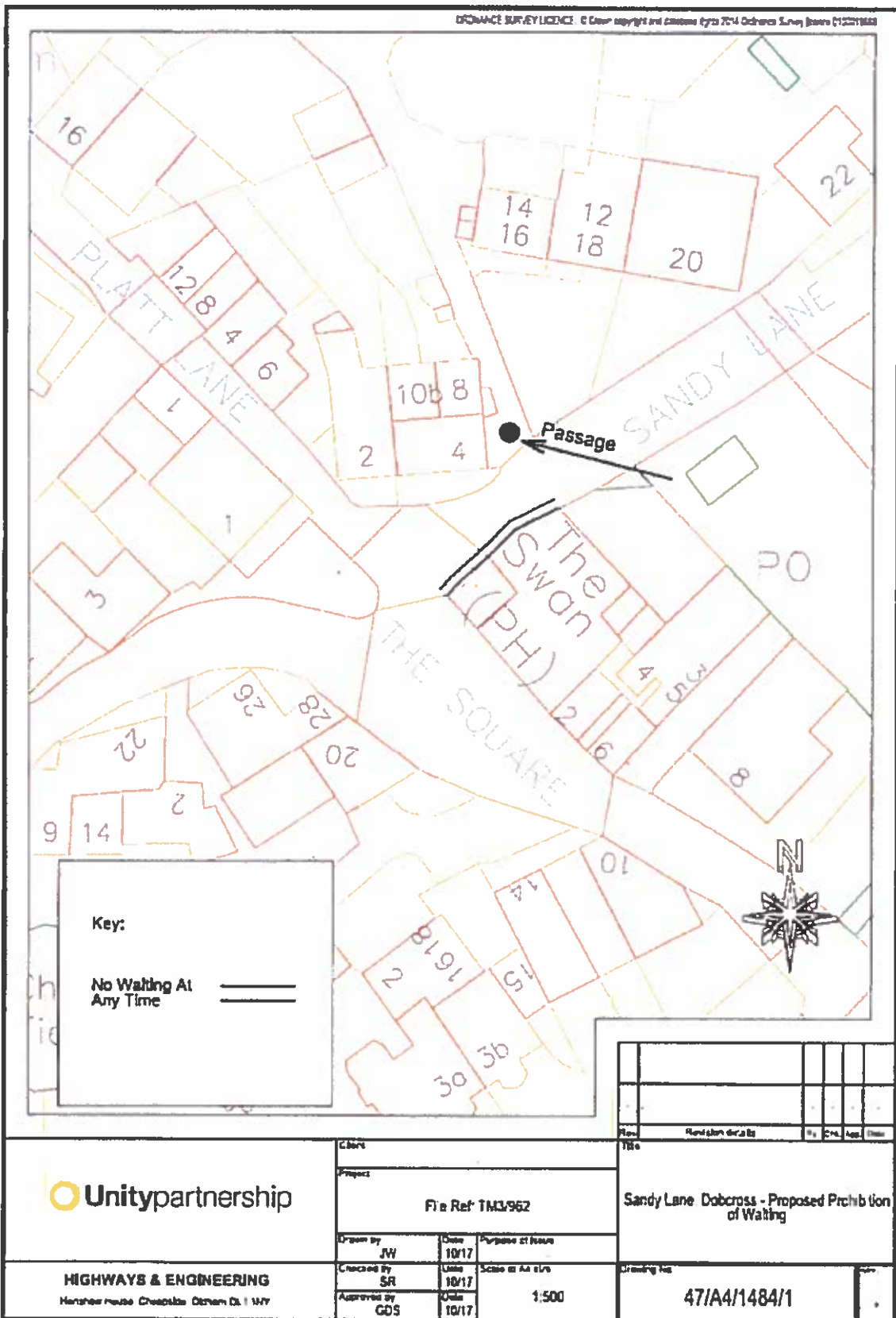
Schedule  
Drawing Number 47/A4/1484/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Sandy Lane</u> (South East Side)</p> <p>Extending from its junction with The Square for a distance of 15 metres in a north easterly direction</p>	At Any Time		

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed </p> <p>Cabinet Member, Environmental Services</p>	Dated: 30/11/17
<p><b>In consultation with</b></p> <p>Signed </p> <p>Director Of Environmental Services</p>	Dated: 29/11/17



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**APPENDIX B**  
**COPY OF OBJECTIONS**

[Redacted]

16/06/2018.

Daryl Elwood  
Highways Engineering,  
Traffic Section, Floor 1  
Henshaw House  
OL1 1WY

Your ref: 26/GNS/TM7/962

Dear Sirs,

I attach my representation with regards to the proposed traffic restrictions at Debsm.

I'm afraid that the printed version did not match the layout I intended on screen, but nevertheless the content of my attached document is clear.

Kindly acknowledge safe receipt.

Yours faithfully,

[Redacted]

Oldham MBC  
Highways & Engineering  
Traffic Section, Floor 1  
Henshaw House  
Chicapside  
Oldham  
OL1 1NY  
Your ref: DE/GD5/TA13/063

Dear Sirs,  
RE: PROPOSED PARKING RESTRICTION:  
DOUBLE YELLOW LINES, SANDY LANE, DOBCHROSS.

I write to you having considered the plans that are available and as a resident directly impacted by the proposals I live at the above address which affords no private parking whatsoever. My only parking option is on street which your proposal by its very nature would make parking significantly more difficult. All the neighbours in this immediate area are in a similar position. My view, which I shall expand upon, is that I feel after due consideration that I am wholly in opposition to the proposals.

As a preliminary point, I observed that you placed a notice on post at the foot of the passageway or lane that connects my house to Sandy Lane itself. However about two days or so later, the notice was gone. I assumed that this must have been removed by yourselves and that the proposed scheme was withdrawn. I have subsequently learnt that this is not the case. I am concerned that in the absence of the notice (for whatever reason) insufficient notice has been given to those affected by the proposal, or individuals who have a legitimate interest in this matter may have been misled by the absence of the notice. In these circumstances it is clear that insufficient notice has been given and may render your procedures unlawful.

In order to respond fully to the proposal it is essential that I am supplied with the materials in your possession that give information as to why such a proposed scheme is thought to be necessary and beneficial. The notice and the plan are the only documents that I have seen and they do not provide that information. As a matter of course, I earnestly attempt to resist speculation nonetheless I make the following points:

1. If you have representations from residents or others then potentially those may not be motivated by factors purely connected with good traffic management. Although instructive as they may be, they cannot be determinative and seldom provide a proper basis for imposition of regulatory arrangements.
2. I would expect you to have an engineer's survey and report to underpin the proposals and I would be most obliged to receive a copy of the same.
3. If your rationale is in connection with traffic collisions then I would be grateful if you would provide me with the statistics and any traffic management reports in connection with the same.

I am sure that you understand the need for such documents to justify your proposals and also to allow proper representations to be made. If there are any other factors relied on then I would be obliged if you would acquaint me with them.

I will now turn to my objections to the scheme based on the information that I have available whilst reserving the right to submit further representations if any further information comes to light about the scheme.

The backdrop to the case is that Dobcross is a historic village that began life centuries ago. Its road lay out was designed for horse powered travel and when the use of motor vehicles could not have been foreseen, let alone at the levels of motor vehicle usage that exists today. Many properties have no dedicated parking space of their own.

The Swan is our village pub. It is at the heart of our community physically, socially and culturally. It attracts people from far and wide who drive here to enjoy a meal at the Swan. If parking became more difficult, visitors may simply give up the search for a space and drive on to another venue for their meal out. If it gains a reputation for the impossibility of its parking, people may not come at all. I am informed that the visitors who come here for a meal are vital to the profits of the Swan and without them, the future of the pub itself may be in jeopardy and consequently, so would the quality of the community and its social life. (It is a matter of record that public houses are increasingly in jeopardy and closing at the rate of about 33 per week across the country and that food sales are vital). The loss of the pub would be not only disastrous for the village and its visitors but also for the workers at the establishment potentially involving loss of employment of the landlord, bar staff, kitchen staff and other ancillary workers e.g. cleaners, maintenance staff, technical staff, external caterers and sundry suppliers.

Parking restrictions seldom solve the root of parking problems but merely displace them elsewhere, in this case causing difficulties to individuals because 'elsewhere' may be a significant distance away, up or down a steep hill and, in the case of Sandy Lane, it is without pavement for most of its length. This is significant. I have two neighbours who have family members that are vulnerable. I do not speak for such neighbours; they can make their own points but their circumstances do go against your proposals in my view. My neighbours at number 16 are a young couple who are very shortly this month about to have home with them their first child. It is vital that they be permitted parking as close to their home as possible. I cannot envisage the sheer danger and difficulty that would be faced by the mother having to walk along the lane for say 30 - 100 yards with a new born baby in arms, carrying the kit that is required with a baby, along the road because there is no pavement, in the face of traffic and of course all this becomes worse in winter with early darkness, poor weather and often dangerously



Similarly, my neighbours at number 4 are an elderly lady, who is blind and frail, and her son who cares for on a day to day basis by her son. Her daughter collects her weekly to take her out for personal care and parking is required in the very immediate vicinity for this purpose. The difficulties I have described concerning the baby are several times worse and more complex, and indeed dangerous for my neighbours at number 4 with their most demanding circumstances. Walking any meaningful distance for her is impossible. The present parking arrangements are vital to her welfare.

I personally have no choice other than to use on street parking for my vehicle and some inconvenience is bound to result as a consequence of the loss of the parking space through restriction, but the circumstances of others are manifestly more compelling than my own.

I have tried to understand the rationale behind your proposals but I struggle to find a reasonable answer. It would clearly hinder an already difficult parking situation. It would not make the road safer. It would transfer parking across the road (in front of 4 Sandy Lane worsening the problems I outlined above) which would in itself cause danger with traffic coming down Platt Lane turning left around a blind corner into Sandy Lane.

If your concerns are traffic management then there are other options for consideration:

1. Make the junction clearer. The white lines are virtually illegible. Paint them.
2. Tackle speeding. Impose a speed restriction of 15mph around the Square.
3. Provide parking for residents.
4. Purchase and open a car park for visitors.

Any or all of the above would be a positive contribution to the traffic management of Dabeross. Your ill considered and illogical proposal would not be. I suggest you abandon it forthwith. If you seek to pursue the matter then I would be grateful for your reasoned response to this letter together with the details and documents that I have mentioned above and allow further time for response.



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Dear Sir,

I am writing with concern over the proposed order and wish to point out a number of what I consider weaknesses and indeed dangers resulting from the above proposal.

1. The proposal as outlined is I feel bound to lead to people parking on the other side of Sandy Lane in front of both my house and number 2. I have a disabled mother and both I and my sister need access at all times to the front of the house as our mother is blind and needs to be guided at all time. I feel sure the result of these plans will make this much more difficult if not impossible.
2. Villages like Dobcross were never built with any thought of parking this said I understand that if an issue regarding access up the road were problematic then some case could be made however I am not aware of this being the case, all these plans do is lead unnecessarily to people being forced to park further up the hill.
3. Parking along the entrance to the Swan Public House means that anyone approaching the turn from the Square is on the left hand side giving easy view of parked cars as the turn right onto the road if the traffic was to park on the opposite side to the Swan then traffic turning left as it approached Sandy Lane would be turning directly through a blind bend (there is a tall hedge on this corner in front of 2 Sandy Lane which blocks any forward view of the bend) into parked cars, At the moment it is very rare for traffic to park on this side for this very reason. I feel sure should these plans be progressed in their current form accidents will follow.
4. The land immediately to the side of 4 Sandy Lane is marked on your map as passage this is incorrect the land to the side of the house is private parking for 4 Sandy Lane. Cars parking in front of this residence would become a source of nuisance blocking both access to the front of the house and the side of the house...this I do have experience of.

I would ask you to review these plans in the light of these problems outlined.

Yours