

Highway Regulation Committee

Decision Maker:	Nasir Dad, Director of Environment
Date of Decision:	9 July 2024
Subject:	Objections to Proposed Prohibition of Waiting – Sandy Lane, Dobcross
Report Author:	Andy Cowell, Traffic Engineer
Ward (s):	Saddleworth North

Reason for the decision:	<p>A report recommending the introduction of prohibition of waiting restrictions on Sandy Lane, Dobcross, was approved under delegated powers on 22 December 2023. The proposal was subsequently advertised, and thirteen objections were received, and one supporting letter. Three out of the thirteen objections were from members of the public not local to the area, who supported the comments of one objector.</p> <p>A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.</p> <p>The main points raised by the objectors are detailed below, along with the Council's response to each one.</p> <p>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 customers and staff of the pub having no convenient place to park.</p> <p><i>Officers recognise that the proposed restrictions would reduce the number of on-street parking options in Dobcross. However, the length of the proposed restrictions is the minimum necessary to address the access issues identified. The restrictions are only proposed on one side of the road, except where it narrows or at junctions.</i></p>
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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 or businesses as this cannot always be safely achieved.

The objectors state that Dobcross already suffers from a lack of on-street parking places and these proposed restrictions will only add to the problems elsewhere, such as Long Lane or in the centre of Dobcross.

A number waiting restriction schemes have been introduced in Dobcross over the years and any narrow sections of highway have already been protected. Parking already occurs on Long Lane, and this doesn't seem to present an issue. Parking cannot be accommodated on both sides of Long Lane as is the case on parts of Sandy Lane.

One objector states that the problems are caused by the development of the former Sunday school.

The development of the former Sunday school included off-street parking provision and it is reported that most of the problems on Sandy Lane do not relate to the development.

One objector believes that parking on Sandy Lane, adjacent to the building, has not caused parking problems and these restrictions are not required.

The area outside the former Sunday School was identified by the complainants as an area that required restrictions following issues with parked vehicles obstructing access, especially when parked away from the boundary wall.

One objector does not understand why parking is being restricted on the corner of Southgate as this should not cause any problems for the vehicles trying to get to the farm.

The restrictions were extended 10 metres into Southgate in line with guidance set out in The Highway Code. It is usual to do this so that the restrictions do not terminate on the corner.

Objectors feel it would be a better idea to give residents parking permits or to mark out parking bays and check that vehicles are parked correctly within these.

There is currently no budget available for new residents parking schemes and these schemes are generally reserved for areas where problems extend over a wide area, such as near a football stadium or hospital. Schemes are not intended to address individual problems outside a property or along a single street. Unrestricted parking bays are unenforceable. Further to this, it is reported that some of the access issues are caused by residents themselves.

The objectors claim that not every resident was provided with a consultation letter and obtaining information on the scheme was not easy.

As with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. It is not always clear which properties may be affected by a proposal and there may be supporters of the scheme whom may wish to make representations. Supporters of a scheme may be regular users of the highway and not necessarily local residents or businesses.

The Council will review the information sent out for proposed traffic orders and consider including the statement of reasons in future.

An objector requests that we conduct a survey of the residents to ascertain precisely their requirements.

The function of a highway is to accommodate the movement of traffic so it would not be appropriate only to consider the views of local residents and their parking requirements. All road users should be afforded the same opportunity to make representations. We do not, therefore verbally consult with selected residents. Consultations are carried out with the three Ward Members, Police, TfGM etc. The TRO advertising process is a form of

consultation in itself, where any member of the public can make representations, not just those consulted directly.

An objector has concerns over residents with disabilities and how they will be affected.

If vehicles are causing an obstruction to parts of the highway, then it may not be possible to accommodate parking for blue badge holders within these parts. However, the Committee may wish to consider relaxing the proposal if it is felt that this can be achieved without compromising the aim of the scheme.

An objector requests that we conduct impact surveys and instruct independent consultant engineers to advise on possible alternative schemes.

It would not be practical to undertake detailed surveys on local TROs due to the limited budget and the number proposed each year. It is not possible to devise a scheme to meet the aspirations of all. The TRO advertising process is a form of consultation in itself, where all road users can make representations and a decision then made on whether or not to introduce the scheme or amend it. If restrictions are introduced on road safety grounds or to maintain access along the highway, then the impact will be that vehicles are displaced. However, we cannot accurately determine where this will be. Existing restrictions in Dobcross already protect the main areas of concern.

Summary:

The purpose of this report is to consider objections received to the introduction of waiting restrictions at Sandy Lane, Dobcross.

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

Option 1: Introduce the proposed restrictions as advertised
Option 2. Relax the proposal
Option 3. Do not introduce the proposed restrictions

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

The Ward Members have been consulted and Councillor P Byrne has commented, I agree with proposal (1). To go with the lining as originally proposed.

I have considered that:

1. Any marked spaces for the use of disabled drivers are not specific to any particular user/ resident therefore not really useful.
2. People use taxis more for visiting the pub.
3. The usage of the Milk Collector (ARLA) is a major consideration.

Recommendation(s):

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.

Implications:

*What are the **financial** implications?*

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

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

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

What are the **treasurers'** comments?

What are the **procurement** implications?

None

*What are the **Human Resources** implications?*

None

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

None, the work is being undertaken to maintain access along the highway.

*What are the **property** implications*

None, the work is being undertaken on the public highway which is under the control of the Highway Authority.

Risk assessments:

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

Co-operative implications

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

IT implications

None

Environmental and Health and Safety implications

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

Community cohesions, including crime and disorder 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

There are no background papers for this report

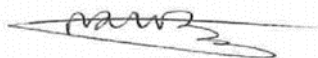
Report Author Sign-off:	
Andy Cowell	
Date: 3 July 2024	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Objections

In consultation with Director of Environment

Signed :



Date: 09.07.2024

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: 30 November 2023

Subject: Proposed Prohibition of Waiting – Sandy Lane, Dobcross

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Saddleworth North

Reason for the decision:

Sandy Lane is located in the village of Dobcross in Saddleworth. It provides access from The Square, located in the centre of the village, to a small number of residential streets. There are short lengths of parking restriction in place but the majority of the lane remains unrestricted. Some residential properties front onto the lane and there is a public house located at its junction with The Square. This generates a demand for on street parking which takes place on both sides of the lane. 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 so consequently customers have to park on the highway.

A request has been received from a local farm to introduce parking restrictions along Sandy Lane to address issues with obstructive parking. The farm is located to the north of the village and the only access route to the farm for larger vehicles is via Sandy Lane. When motorists park on both sides of the lane, although access can be maintained in single file, this sometimes restricts access for wider vehicles when motorists do not park to the edge of the lane and when wider vehicles are parked.

The main concerns are access for emergency service vehicles, milk tankers and animal feed

delivery wagons. It is reported that the Fire Service have been delayed in the past attending a fire at the farm and milk tankers, which attend every two days, have in the past been unable to gain access to the farm. This also causes disruption and a safety issue within the village when drivers have to reverse back down the lane and negotiate the difficult road layout within the village centre at The Square.

Officers have visited the location with the owners of the farm and Ward Members where it was agreed that new waiting restrictions should be formally promoted to solve the issues.

It is therefore proposed to promote new prohibition of waiting restrictions at Sandy Lane, Dobcross as detailed on plan 47/A4/1709/1.

If approved, the proposal would enable larger vehicles to access Sandy Lane unhindered.

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions along Sandy Lane, 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 G Harkness, Access to the farm is affected by parking. There are various large vehicles but the vital issue is a tanker which collects milk to take to a maker of speciality cheeses and invalid products. This is an increasingly important part of the farm's sales, so the tanker firm's threats to stop collecting owing to vehicle damage and aborted journeys undermines a thriving business and some local jobs. The farm has no control over collection times.

A resident who is a fire fighter has expressed concerns over potential access for emergency vehicles. Another has said it is dangerous when the tanker gets stuck and has to reverse down onto The Square.

These concerns have been published on social media and in the pub etc. New restrictions

would not be ideal and could cause some problems in themselves however, there are access issues and finding any other solution to this issue is proving difficult.

If there are no objections then I will support the proposals. If there are objections and some amendments can be explored for a slightly reduced scheme if this can be achieved

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 a new Traffic Regulation Order 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	500
Total	1,700

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 Highways TRO budget.

The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. 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. (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, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

Risks:

The legal and financial risks are documented separately in this report. The introduction of prohibition of waiting restrictions at Sandy Lane Street will decrease the numbers of incidents to local residents and incidents involving reduced access to the location by larger vehicles, including emergency services. There could be reputation risks around the scheme in terms of residents reactions to the proposals these can be mitigated by effective communications and a consultation prior to any work being undertaken.

(Vicki Gallacher, Head of Insurance and Information Governance)

Co-operative implications

None (Jonathan Downs)

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 access for emergency service vehicles.

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/A4/1709/1

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

Part I Schedule 1 Prohibition of Waiting

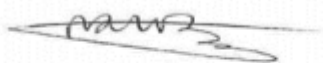
Item No	Length of Road	Duration	Exemptions	No Loading
	<p style="text-align: center;"><u>Sandy Lane, Dobcross</u> (North west side)</p> <p>From a point 18 metres north east of its junction with Platt Lane for a distance of 109 metres in a north easterly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Sandy Lane, Dobcross</u> (South east side)</p> <p>From its junction with Southgate for a distance of 17 metres in a south westerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Southgate, Dobcross</u> (South west side)</p> <p>From its junction with Sandy Lane for a distance of 10 metres in a south easterly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>The Square, Dobcross</u> (North east side)</p> <p>From its junction with Sandy Lane for a distance of 5 metres in a south easterly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

There are no background papers for this report

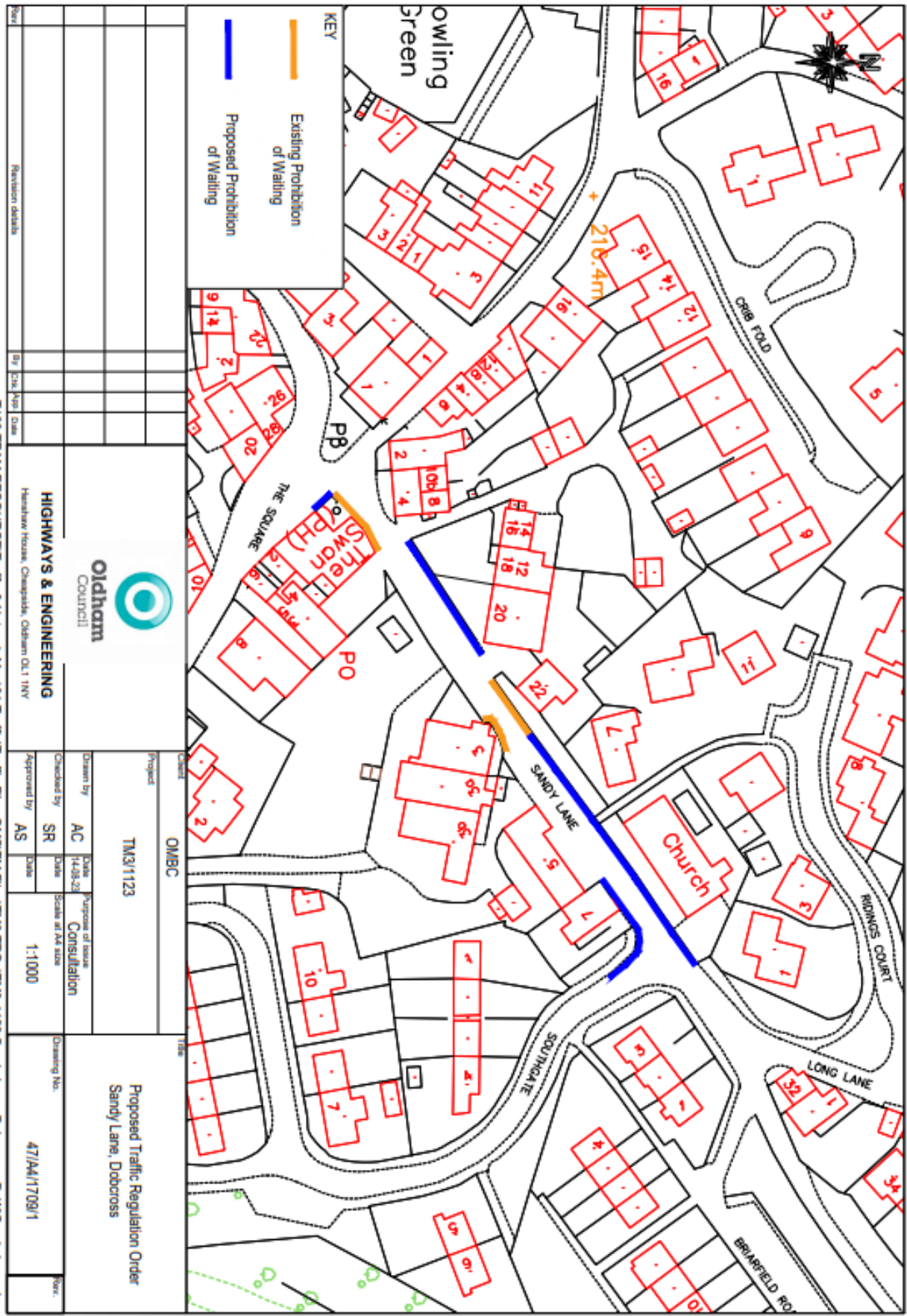
Report Author Sign-off:	
Andy Cowell	
Date:	
30 November 2023	

In consultation with Director of Environment

Signed :



Date: 22 December 2023



Oldham Council

HIGHWAYS & ENGINEERING

Headway House, Champside, Oldham OL1 1NW

Project	OMBC
Project No.	TM3/1123
Drawn by	AC
Checked by	SR
Approved by	AS
Date	14/08/23
Purpose of issue	Consultation
Scale at A4 size	1:1000

Proposed Traffic Regulation Order Sandy Lane, Dobcross	
Drawing No.	471/A/1709/1

T:\MS TEAM DESIGN\Traffic & Materials\Headway Traffic\Traffic - Oldham\TM3\1123\TM3_1123_Sandy Lane_Dobcross - OMM\Sandy Lane.dwg

APPENDIX B

COPY OF OBJECTIONS

Objection 1

Dear Sir/Madam,

Re: Proposed double yellow lines Sandy Lane

I wish to lodge an objection to the above proposal.

Parking is already at a premium for residents, especially when the pub is open. This just penalises hard working people.

Regards

Objection 2

Good afternoon. I would like to raise an objection to Proposal TM3/1123, Proposed Traffic Regulation Order, Sandy Lane, Dobcross. Ref: LJM/ TO24/12 VF23590

I am not, in principle, opposed to the order. I am aware that inconsiderate parking has prevented passage of farm and emergency vehicles on frequent occasions.

However, I do have concerns over the proposal, and would like to submit an alternative.

I live at XX Sandy Lane, Dobcross. When exiting the property, poorly parked vehicles to the Dobcross Square (downhill) side of our access make exiting hazardous because of poor view. In addition, despite the imposition of a 20mph speed limit on Sandy Lane, this is routinely ignored, adding to the hazard.

My proposal is to extend the existing double yellow lines from the pinch point outside 3 Sandy Lane to our entrance. This would allow removal of the proposed restriction on the opposite side of Sandy Lane up to the entrance to the steps on Ridings Court.

Parking outside 5 Sandy Lane is not a problem. We can safely swing left onto Sandy Lane even if vehicles slightly overlap our entrance if we have a clear view towards the Square, which the double yellow lines would allow..

I do have a concern that although I am affected by this proposal, I was not previously approached for comment, or made aware of it

I have attached a diagram of my proposal. I would be happy to meet with a Traffic Officer to discuss this. Councillor Harkness is aware I am making this objection.

Yours Faithfully

Objection 3

Thanks for the information.

I do have concerns about the parking restrictions. I feel it would be a better idea to give residents parking permits to still park along one side of the road. If all parking is restricted this will just move all the cars onto Long Lane or onto Southgate. This will just cause the same problem for fire engine access to these houses and also the milk tankers to the farm. I fully understand the concerns of the farm but as a resident it is not us that is causing the problems but the inconsiderate parking of others.

The church across from my house being converted into houses has added extra vehicles needing parking to the road. I raised this as a concern when planning was going ahead but it wasn't taken into consideration. I feel I am now being penalised for this planning decision and this was my worry when the church was converted.

Also, is it possible to explain why parking is being restricted on the corner of Southgate outside my house. I don't see how this causes any problems for the vehicles trying to get to the farm.

I look forward to your response.

Objection 4

Dear Sir/Madam,

We write to object to the proposed parking restrictions on Sandy Lane, Dobcross as detailed on plan 47/A4/1709/1. As residents of Sandy Lane for around 30 years, living opposite the Swan, we are well aware of demand for parking on this primarily residential street. In recent years, the conversion of the former Sandy Lane Congregational Church into several houses has increased this demand, as has the loss of the Swan's small rear car park, now converted to a beer garden.

However, we feel the difficulties detailed in the application are very much exaggerated and it is very rare that farm vehicles struggle to use the lane.

As the application acknowledges, it is only when vehicles are badly parked that any problems arise and on the very few occasions that this has happened, the problem is easily solved by alerting the pub's staff. The landlady is a long-term village resident and very responsive to any issues raised with her.

The houses at the Square end of Sandy Lane are terraced properties without garages or dedicated parking, so removing parking spaces for them, residents of the Square and pub customers will put pressure on other on-street parking in the surrounding streets. The proposals would remove around 20 parking spaces, with the inevitable result of shifting parking onto the other residential streets, including Long Lane.

In our experience, there are far more problems at the top of Woods Lane, where buses sometimes struggle to get through, and transferring parking from Sandy Lane would likely exacerbate this, as well as potentially causing problems on the Square, Platt Lane and Sugar Lane.

In addition, effectively widening Sandy Lane by preventing parking would have the effect of allowing vehicles to increase their speed and encourage more heavy vehicles to use it, creating a real danger for pedestrians, especially as there are no pavements. The road is well-used by leisure walkers and also by parents walking their children to and from Holy Trinity Primary School.

We would suggest that a solution that would be fair to residents and visitors as well as the farm would be to mark parking bays on Sandy Lane, put in place regular visits by traffic wardens to check that vehicles are parked correctly within these and take any necessary enforcement action. A sign at the Square end of Sandy Lane with a message along the lines of "Farm access - leave space for wide vehicles" might help, as could a sign in the Swan's event poster board asking patrons to park considerately.

It would make sense to trial these possible measures that would work for residents, the pub and its patrons as well as the farm.

If they are not effective, then we would reluctantly suggest a residents' parking permit scheme might be needed, although we are conscious of the risk this would pose to the continued operation of the Swan so would prefer less drastic measures.
Please can you confirm receipt of this objection?

Objection 5

Dear Sirs

Further to the consultation regarding the above.

As owner of properties on Sandy Lane, I wish to object vehemently to the proposal to put double yellow lines on Sandy lane facing Southgate on the north side of Sandy Lane on the following grounds;

There are already double yellow lines at the pinch point on Sandy Lane.

Road side parking on Sandy Lane adjacent to the former Sunday school has not caused parking problems, and should not be linked or involved with issues further to the center of Dobcross where there are clearly issues.

Putting Yellow lines in areas where it is safe to park, causing no obstructions, will only further increase the limited parking in the village causing further issues by pushing local residents on Sandy lane to park on surrounding private streets /cul de sacs. There will be no parking for the public house near by which will affect the pub and push customers to park in residential estates near by with potential noise issues.

Sandy Lane is minor road and has no bus services which use the minor country road.

Sandy Lane is already used as a "rat run" to Diggle and by altering the character of this road by restricting parking for houses fronting onto the Lane will only encourage further use as a though rat run when historically the country lane was used for the residents of Dobcross to be able to park outside their homes..

If yellow lines proposals are adopted, is the council kindly going to provide alternative parking provision (such as on Huddersfield road entering Diggle?).

Surely if there is an agenda for yellow lines in the village a suggestion may be to firstly start where the problem is chronicon the busy main roads and bus routes ?

May I suggest looking at Dobcross New Road going south from the junction with Woods Lane where time and money could better spent. This affects all Dobcross residents and movement of vehicles through out Saddleworth rather than a country Lane giving access to a handful of properties.

To keep putting Yellow lines on quite residential roads especially where there are safe parking spaces will only frustrate the parking situation further in the village.

Please consider my opposition to these proposals for double yellow lines in areas of the village (north side of Sandy Lane in front of former Sunday school) where parking is safe and does not obstruct traffic.

Good morning XXXX

The obstruction reports involved both the higher and lower sections of Sandy Lane.

All representations made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

As Highway Authority, the Council has a duty to maintain access along the highway network. We have kept the length of the restrictions to a minimum with residents and customers in mind, although the committee can decide to relax the scheme or abandon it if all the restrictions are not supported.

Kind regards
Andy

Dear Mr XXXXXX

Thank you for your comments. These will be included in the objection report.

Just to clarify that the area outside the former Sunday school was identified by the complainants as an area that required restrictions. This was following issues with parked vehicles obstructing access, especially when parked away from the boundary wall.

The parking in Diggle was funded as part of a planning application. It is not the responsibility of the Council to provide parking for all resident generally.

Parking restrictions have been introduced in Dobcross at various stages and discussed at length each time with representatives from the village. The main problem areas have already been treated. Although there may be other areas where parking does not allow two-way traffic to flow, this location is different as parked vehicles have occasionally blocked the entire route.

Kind regards
Andy

Andy

Thankyou for your information.

The Road in question is a minor road. The area in front of the former School chapel is wide enough for vehicles to pass and a not as far as I'm aware caused persistent problems.

My thought snd concerns still stand as per my email vehemently opposed to the suggestion.

I refer to the main bus routes either Dobcross New Road and especially Woods Lane where parking both sides cause frequent blockages.

These are the 2 specific areas which need addressing , due to the priority of the road whether as a bus route or through route.

I would appreciate if this can be addressed.

Kinds Regards
XXXX XXXXX

Dear Mr XXXXX

I note your further comments.

In relation to the other two areas, these have been reported to your ward members in the past but there was no support. I'm not aware of any complaints from the bus operators.

Kind regards
Andy

Andy

Thanks , it sounds like as only I am affected by proposals to stop parking outside my properties , it's ok , but as the real issues on Woods lane for Yellow lines are objected to by residents living adjacent its ok to restrict passage of vehicles as there are numerous residents in individual properties rather than 1 landlord objecting to restrictions in front of numerous homes . I reiterate these cars parked will then be parked on on the private cul de sacs causing annoyance and antagonism. Surely to help a local permit only parking for Dobcross residents would be better ?

Please convey my total opposition to the yellow lines in a location on a minor road where the yellow lines are not justified .

Kind regards XXXXX

Good morning XXXXX

I am not aware that residents have objected as I don't think any schemes have been drawn up or advertised on Dobcross New Road or Woods Lane, except for the top section. The ward members did not support a scheme.

There is currently no budget available for new residents parking schemes and these schemes are generally reserved for areas where problems extend over a wide area such as near a football stadium or hospital. Schemes are not intended to address individual problems outside a property or along a single street. Further to this, the permits for such schemes are issued to everyone within the zone so therefore would not reserve space for residents of Sandy Lane. Businesses are also eligible for permits.

Kind regards
Andy

Andy

Further to emails I have trawled through social media regarding parking issues hi lighted.

There's was discussions about an issue on Sandy Lane ,, miss informed participants to the posts talked about the "flats on Sandy lane causing the problems and parking outside " , this was totally miss leading as the inconsiderate parking concerned (pictures were shown on social media related to the lower part of Ssndy Lane) no where near the proposals regarding restrictions outside the former Sunday school . The cause by patrons visiting the pub . Please ensure the facts are correct so the correct decisions can be made based on informed information.

I would appreciate if the facts can be made public.

Regards XXXXX

Objection 6

To whom it may concern

As a resident of Sandy Lane I find this ridiculous that none of the properties were consulted first.

I do somewhat agree that some people occasionally park stupidly on Sandy Lane but can assure you that the residents who do live there are fully aware there needs to be enough space for the tractors from the farm to get through aswell as emergency vehicles

To stop parking fully is a stupid idea. Firstly has anyone thought where the residents will now park aswell as people visiting the village.

This will have an effect on The Swan especially which is a fantastic little pub but if people cannot park anywhere near you will be driving custom away from another hospitality business which is the last thing any of them need at the minute

I find it quite disgusting that I am being charged £174 a month in council tax to now be told that I cannot even park outside my own house

Has anyone thought that maybe residents could be given a residents pass so that only residents are able to park on Sandy Lane in the correct manner

By putting in these restrictions it will only push visitors to park in other places that will no doubt cause similar issues yet residents will not be able to park anywhere near their own houses

Do the council have any ideas where the residents of Sandy Lane will now park or do they even care?

I look forward to your reply

Dear Mr XXXXX

Thank you for your comments.

I have copied below the reasons for the scheme.

Sandy Lane is located in the village of Dobcross in Saddleworth. It provides access from The Square, located in the centre of the village, to a small number of residential streets. There are short lengths of parking restriction in place but the majority of the lane remains unrestricted. Some residential properties front onto the lane and there is a public house located at its junction with The Square. This generates a demand for on street parking which takes place on both sides of the lane. 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 so consequently customers have to park on the highway.

A request has been received from a local farm to introduce parking restrictions along Sandy Lane to address issues with obstructive parking. The farm is located to the north of the village and the only access route to the farm for larger vehicles is via Sandy Lane. When motorists park on both sides of the lane, although access can be maintained in single file, this sometimes restricts access for wider vehicles when motorists do not park to the edge of the lane and when wider vehicles are parked.

The main concerns are access for emergency service vehicles, milk tankers and animal feed delivery wagons. It is reported that the Fire Service have been delayed in the past attending a fire at the farm and milk tankers, which attend every two days, have in the past been unable to gain access to the farm. This also causes disruption and a safety issue within the village when drivers have to reverse back down the lane and negotiate the difficult road layout within the village centre at The Square.

Officers have visited the location with the owners of the farm and Ward Members where it was agreed that new waiting restrictions should be formally promoted to solve the issues.

It is therefore proposed to promote new prohibition of waiting restrictions at Sandy Lane, Dobcross as detailed on plan 47/A4/1709/1.

If approved, the proposal would enable larger vehicles to access Sandy Lane unhindered.

As with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. The TRO advertising process is a form of consultation in itself where any member of the public can make representations. Supporters of a scheme may be regular users of the highway and not necessarily local residents or businesses.

Unfortunately budgets are no longer available for the introduction of Residents Only Parking schemes, although this location would not qualify. Such schemes are generally reserved for areas where problems extend over a wide area such as near a football stadium or hospital. Schemes are not intended to address individual problems outside a property or along a single street.

I will include all your comments in the report. Please could you provide your address.

Kind regards
Andy

I live at number XX. This email hasn't addressed the issue of where ourselves plus customers of the pub will now park and the fact the swan will now lose custom because of this

At the least you could do it down just one side of the road and not both

Thank you

First of all in answer to your question enclosed, the proposed restrictions only cover one side of the road, except where it narrows or at junctions. I have enclosed the plan.

Officers recognise that the proposed restrictions do reduce the number of on-street parking options in Dobcross. However, the length of the proposed restrictions is the minimum thought necessary to address the access issues identified. It is not the responsibility of the Council to provide parking directly outside residential properties or businesses as this cannot always be safely achieved.

Kind regards
Andy

Andy

So to cut a long story short the council are not bothered about the residents in the local area who actually live there and pay more council tax than most or the fact a very popular pub will lose business because of this.

The decisions clearly already been made and then we are the ones that will fund the costs of making the changes

Fantastic

Dear Mr XXXXX

Nothing has been decided. All representations made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting. Elected members can decide to introduce the scheme as advertised, relax the scheme or abandon it.

As Highway Authority, the Council has a duty to maintain access along the highway network. As I have mentioned, we have kept the length of the restrictions to a minimum with residents and customers in mind.

Kind regards

Objection 7

Dear Mr Entwistle

Further to your letter of 20 May 2024, I am writing to raise an objection to the proposed parking restrictions on Sandy Lane, The Square and Southgate in Dobcross.

As the current XXXXXXXX and also as a Platt Lane resident, I am extremely concerned. Dobcross already suffers from a complete lack of places to park and these proposed restrictions will only add to the problems. It is undoubtedly the case that additional parking restrictions will affect my business both in terms of customers and staff, the latter of whom currently park on Sandy Lane. We are also mindful that individuals who currently park in the prohibited zones will just spread out further into the village adding to the already problematic parking problems in The Square, Platt Lane and Woods Lane.

The village is currently full to bursting with vehicles and the fairly recent conversion of Sandy Lane Church into six residences has clearly not helped. The proposal is in my view a total detriment to the residents and businesses of Dobcross.

Regards
XXXXX

Dear XXXXXXX

Thank you for your comments.

I have copied below the reasons for the scheme which are linked to access and safety.

If you still wish to object to the scheme then please confirm this and I will include your comments in an objection report.

Sandy Lane is located in the village of Dobcross in Saddleworth. It provides access from The Square, located in the centre of the village, to a small number of residential streets. There are short lengths of parking restriction in place but the majority of the lane remains unrestricted. Some residential properties front onto the lane and there is a public house located at its junction with The Square. This generates a demand for on street parking which takes place on both sides of the lane. 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 so consequently customers have to park on the highway.

A request has been received from a local farm to introduce parking restrictions along Sandy Lane to address issues with obstructive parking. The farm is located to the north of the village and the only access route to the farm for larger vehicles is via Sandy Lane. When motorists park on both sides of the lane, although access can be maintained in single file, this sometimes restricts access for wider vehicles when motorists do not park to the edge of the lane and when wider vehicles are parked.

The main concerns are access for emergency service vehicles, milk tankers and animal feed delivery wagons. It is reported that the Fire Service have been delayed in the past attending a fire at the farm and milk tankers, which attend every two days, have in the past been unable to gain access to the farm. This also causes disruption and a safety issue within the village when drivers have to reverse back down the lane and negotiate the difficult road layout within the village centre at The Square.

Officers have visited the location with the owners of the farm and Ward Members where it was agreed that new waiting restrictions should be formally promoted to solve the issues.

It is therefore proposed to promote new prohibition of waiting restrictions at Sandy Lane, Dobcross as detailed on plan 47/A4/1709/1.

If approved, the proposal would enable larger vehicles to access Sandy Lane unhindered.

Kind regards
Andy

Hi Andy

Yes I do still wish to object as all of the points set out in my original email remain valid.

One point that is raised in the reasoning states that Swan customers are to blame. This is completely untrue. We have had very few issues over the last few months with the milk waggon or other farm vehicles and I would argue that in most cases when there has been a problem, the badly parked vehicle belongs to a local resident and not a visitor to my establishment.

I am not sure why these parking restrictions are suddenly an issue when farm vehicles have been using Sandy Lane for years and years without a problem. Perhaps Oldham planning department should take more care in allowing residential development in an area where parking is already at a premium. There has been little regard for traffic issues in Dobcross and the proposals will do absolutely nothing to alleviate this.

Regards
XXXXX

Objection 8

Dear Sirs,

PROPOSED TRAFFIC REGULATION ORDER:
SANDY LANE, THE SQUARE & SOUTHGATE DOBCROSS
PROHIBITION OF WAITING AMENDMENT ORDER 2024

I write in response to the consultation in respect of the above proposals. I have read the letter of [REDACTED] dated 17th June 2024 in response to the proposals and I agree with him and adopt his letter and its contents.

I oppose the proposal for the reasons given in that letter.

In addition I would say that I visit Sandy Lane regularly to visit my father. He has no parking available other than on street. He has a Blue Badge. To make it more difficult for us to do visit by removing parking availability may mean that we undertake such visits less frequently which would undermine our social and familial ties. We all rely on such visits for our mental wellbeing and our family cohesion.

Please acknowledge safe receipt of this letter and I look forward to your reasoned reply.

Yours faithfully,

Objection 9

Dear Sirs,

PROPOSED TRAFFIC REGULATION ORDER:
SANDY LANE, THE SQUARE & SOUTHGATE DOBCROSS
PROHIBITION OF WAITING AMENDMENT ORDER 2024

I write in response to the consultation in respect of the above proposals. I have read the letter of [REDACTED] dated 17th June 2024 in response to the proposals and I agree with him and adopt his letter and its contents.

I oppose the proposal for the reasons given in that letter.

Please acknowledge safe receipt of this letter and I look forward to your reasoned reply.

Yours faithfully,

[REDACTED]

Objection 10

Dear Sirs,

PROPOSED TRAFFIC REGULATION ORDER:
SANDY LANE, THE SQUARE & SOUTHGATE DOBCROSS
PROHIBITION OF WAITING AMENDMENT ORDER 2024

I write in response to the consultation in respect of the above proposals. I have read the letter of [REDACTED] dated 17th June 2024 in response to the proposals and I agree with him and adopt his letter and its contents.

I oppose the proposal for the reasons given in that letter.

Please acknowledge safe receipt of this letter and I look forward to your reasoned reply.

Yours faithfully,

[REDACTED]

Objection 11

17th June 2024

Your ref:LJM/TO24/12 VF23950

My ref: jb1

Dear Sirs,

PROPOSED TRAFFIC REGULATION ORDER:
SANDY LANE, THE SQUARE & SOUTHGATE DOBCROSS
PROHIBITION OF WAITING AMENDMENT ORDER 2024

I am in receipt of a letter of 20th May sent by the Highways and Engineering Dept but enclosing a Notice relating to the proposed Traffic Regulation Order (TRO) form your legal department also dated 20th May which sets out the proposals (but significantly not the reasons for the same) and inviting any objections or representations. This letter will set out such objections and representations. I can nail my colours to the mast at this early stage and inform you that I object to the proposed order in the strongest terms. I find the proposals to be misconceived, impractical and biased against the legitimate interests of the majority yet in favour of just one road user or those connected with that user.

I should say at the outset that I have no issue with the Lancashire family or their bona fide farming activities (which I shall refer to as 'the farm'). Indeed I am a customer who

purchases their products and I support farmers. I understand something of the challenges they face. I am sure the community at large supports the farm and wishes to find a solution that works for all parties.

Similarly, the Swan Public House (which I shall refer to as 'the pub') is a business with which I have no beef. Both the farm and the pub provide goods and services that benefit the community without which we would be poorer.

The situation as to traffic flow and management in Dobo-cross is not perfect. It could not be so in a village that was laid out centuries ago and was designed for transport by horse and cart or other non mechanised means. Accordingly compromises have to be made to reasonably accommodate the needs of all concerned. Your proposals fail to do this in that they fail to give sufficient weight to the interests of the residents and other road users yet give disproportionate weight to the ostensible requirements of the farm.

CONSULTATION

Part of the issue as to process is that your consultation is defective. I reach this conclusion on the grounds that:

1. You have failed to consult individuals who have a legitimate interest in the proposals. I have spoken to Mr Cochrane of 4 Sandy Lane, who has a reasonable interest in this proposal, and he confirmed to me that he has received no letter from you as described above or at all. The same goes for the occupant of number 10b
2. There are copies of the Notice wrapped tightly to several lampposts. The mode of attachment means that the notice is very difficult to read if not impossible.
3. Your letter of 20th fails to disclose the reasons for the proposal.
4. You invite attendance at "Civic Reception" but do not give an address as to where that is.
5. I have telephoned the telephone number given on the notice within the hours stated but there was no answer. I telephoned the other number given on the face of the letter but was put through to a call centre and the operator I spoke to had no idea at all what I was talking about. I then telephoned an experienced ward Councillor who, notwithstanding her years of service, also did not know what "Civic Reception" refers to.
6. This could be avoided easily by enclosing a statement of reasons with the Notice of the proposals (which i expect would be no more than a couple of short paragraphs) and by

publishing all the relevant documentation described on the Council's website. (I have searched the council's website and i have been unable to locate such documents. I also checked three neighbouring council's websites at random, namely Calderdale, Kirklees and Tameside, and each of those authorities publish the proposals citing the reasons on their websites. Why don't you?

7. To expect the public to go on a wild goose chase to an undisclosed address is a serious failure. People would have to go to time, trouble and expense to do so. In my case, I have severe walking difficulties and it would be very difficult for me to take the above steps. It appears that the effect of your failure to put into effect a reasonable system of disclosure means that people may not be able to give a full and complete response to the consultation because they do not have reasonable access to the statement of reasons for the proposal. This is crucial. The consequences are that the inherent weaknesses of the consultation serve to defeat the ends of local democracy.
8. In the end, a local councillor kindly arranged for Mr Cowell to send me a copy of the reasons which he did and I am grateful to him. To be forced to go to such lengths to ascertain the reasons for the proposals is inimical to proper public participation in response to the proposals. The failure to provide reasons means that it is difficult for people to respond effectively and to structure their argument.

I request that you forward to all consultees the statement of reasons forthwith together with any relevant documents to support your reasons which may include amongst other items (but not exclusively) traffic management surveys, your transport policy objectives and how this proposal supports such objectives.

I say that your reasons are clearly insufficient to justify such drastic proposed changes.

FACTUAL BACKGROUND

These facts are within my personal knowledge as a resident of 9 years standing at my current address and having been brought up in Saddleworth

The village of Dobcross is a small and historic Pennine village built on a very steep hillside. The centre of the village is primarily residential made up mainly of small weavers cottages and converted former shops on the Square. Many of these premise have little or no land, or parking space, attached.

Public transport to the village centre is poor by modern standards. An indirect hourly service is provided each way on the 356 service from Ashton to Oldham. The Sunday service is two hourly and truncated. The service does not coincide with the train departures from Greenfield to Manchester.

The farm operates a business on the higher levels above the village centre and uses Sandy Lane to access its premises. In particular there are two extremely large vehicles that use Sandy Lane namely an enormous tractor, often towing a commensurately large trailer and secondly a very large milk tanker. Both these vehicles are of the character of HGV machines and in my view are unsuited to use in some of the lanes of Dobcross village. The tractor for example has wheels that are as tall as a man. It is suited to field work and driving on main roads. Its use on small lanes may cause some difficulties. There are other vehicles of more reasonable proportions that access the farm without issue for example, a van from Longley Farm, an Agricultural engineer's van and the farm's own milk delivery truck.

On the other hand, Sandy Lane, to my rough estimate, has about three dozen residents, some of whom have cars, some who don't. There is a long established use of the lane to park vehicles. Some residents have private parking spaces, many don't. I do not.

The pub inevitably increases the demand for parking spaces particularly in the evenings and at weekends. As far as I can make out there is little or no difficulty parking in the day time. The residents tend to park closely to the side of the lane, pull in their mirrors and traffic can pass by without hindrance. Any occasional problems tend to occur in the evening which leads to an inference that it may be some of the pub customers that might unwittingly cause some difficulty. Such problems do not seem to be regular or frequent.

By way of example, On Saturday 18th May 2024 in the evening, I arrived home and was parking in the lane near to pub when the HGV tanker came up the lane and I observed it pass through wholly uneventfully. Similarly seven days later I observed similar events as above, again entirely unremarkable.

Further, on 30th May I observed the very large tractor and trailer go up the lane on six occasions, the trailer loaded with what appeared to be building site waste. After about half

an hour or so it came back down the lane with an empty trailer and went on its way. No blockages were caused to impede the tractor in Sandy Lane.

On Friday 7th June, i had cause to use a breakdown service. The operative attended in what he described as "a 12 ton flat back truck". He drove up the lane, turned around and drove back down to deal with my vehicle. Despite the size of the vehicle, no inconvenience whatsoever was caused to any road user.

I know of no occasion when the HGV type vehicles, despite their disproportionate size and impact, have failed to be able to pass along the lane. There may be occasional delay, but that can apply to any road. With common sense and good will on all sides any perceived difficulties can be managed and overcome. It seems that any problem may be being slightly exaggerated and this may have lead to a draconian proposal becoming a sledgehammer to crack a nut.

INDIVIDUALS WITH DISABILITIES

I know of the following people with disabilities who would be adversely affected by the proposed changes (of course, there are probably more who are out with my knowledge):

1. An occupant at 4 Sandy Lane is severely disabled. She is a lady in her late 80's who is bed-bound and reliant upon services to support her. She is cared for by her son. The household receives regular visitors from both medical and social services and also deliveries of medical equipment as well as more general delivers of food. Her premises are directly adjacent to the areas of the proposed TMO and would suffer from displacement of parked vehicles to a position directly on front of the premises thus inhibiting the aforementioned deliveries (or ambulance) to this highly vulnerable individual.
2. The occupant at 8 Sandy Lane is an elderly lady of 90 years of age who lives alone. She suffers from dementia. Her son, who is himself disabled and is clearly unable to walk without difficulty and significant difficulties (and has a Blue Badge). He comes daily to visit his mother.
3. I myself hold a Blue Badge (ref MFLLB5 0 651X07250) on account of my mobility problems and associated conditions. I struggle to walk any significant distance over about 50 metres, especially up hills. I have been diagnosed with severe osteoarthritis of the hip and lower back which is progressively deteriorating.

All of the above individuals have no off road parking available and thus rely on Sandy Lane parking. There seems to have been no consideration of the needs of such individuals.

RELEVANT FACTORS (non exhaustive list)

You will be aware that you have to take into account various factors in this process of considering your own proposal and parking policies such as (but not exclusively):

1. managing the movement of traffic,
2. improving road safety/ local environment
3. the nature, character and road layout and style of the locality
4. managing and reconciling competing demands for kerb space
5. existing and predicted levels of parking
6. availability of on and off street parking
7. meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car

The Council is obliged to take into account the views of consultees (which is why my remarks as to the failure to promote properly the consultation are so vitally important). it is obliged to consider the needs of all road users.

It is unlikely that a proposed TRO in residential areas will be supported by the wider community or be an effective method of controlling residential parking spaces where car ownership exceeds available space.

Residential Parking Schemes (or Controlled Parking Zones) can be an effective way to manage parking in residential areas which are situated close to an amenity which attracts significant numbers of non-residents to an area, particularly if they are likely to park for a significant length of time and cause disruption to the daily lives of those residents.

Under the Disability Act 2010, The Council has a duty to make reasonable adjustments when it makes changes so that disabled people are not disadvantaged.

The present proposal seems to be exclusively based on the perceived needs of the farm to the detriment of many others immediately affected. The farm's interests seem also to have been given priority to those of the pub. What independent objective evidence do you have to support your position? What alternative proposals have been considered before

The proposals are simply far too radical and would have a disproportionately negative effect on many residents' day to day life and the general amenity of the area.

Alternatively there are arrangements that may be able to be made with the farm to deal with its concerns:

1. Use alternative access routes such as Lark Hill Lane best approached by large vehicles from the Delph side, Crib Fold or Sandy Lane from the Standedge end
2. Use more modest vehicles. The farm feed providers and the milk collection company are both commercial organisations. I expect they will visit several farms where access is via small lanes. Do they have smaller vehicles to go to such premises? Should they amend their fleets to acquire some?
3. Encourage the farm to use its vehicles/ obtain deliveries in daytime hours rather than the evenings

POSSIBLE SOLUTIONS

1. Conduct a survey of the residents to ascertain precisely their requirements.
2. Conduct a traffic survey to establish facts as to usage of Sandy Lane
3. Conduct an impact survey on the effect on the locale of loss of parking
4. Conduct an impact survey on the effect on the viability of the pub and the impact on it and the community if it were to close through the loss of parking
5. Instruct independent consultant engineers to advise on possible alternative schemes.
6. Consult with pub to try to avoid car travel / encourage more responsible parking. Perhaps this can be supported by a publicity campaign by way of a poster in the pub and leaflets given to individuals to spur them on to park as tightly to the walls of the lane as possible
7. Provide for Residential Parking Scheme/ CPZ
8. Provide Disabled Parking Spaces
9. Provide a car park (which was done in Diggle)
10. Make enquiries with the farm as to its precise usage and requirements

11. Make alternative access to farm via Lark Hill Lane, Crib Fold Lane or elsewhere
12. Use the above information to formulate a proper proposal to take into account needs of all users.
13. Reissue consultation
14. Encourage the farm to limit use of large vehicles to daytime hours.
15. Introduce white parking lines to encourage users to park closer to the wall.

CONCLUSION

Whilst I am not resistant to change, any change implicitly must be for the greater good of all concerned and I submit that this proposed scheme fails to meet such a test and should be pursued no further. I have put forward a list of possible solutions that may be adopted to satisfy reasonably the needs of the farm and provide a fair solution to the parking issue.

If the proposal were to go ahead as presented, I shall probably have to move house such is the severity of the likely impact upon me. A high price to pay indeed for your project. The proposed scheme should go no further and be rejected.

The best solution may be to do nothing.

Would you kindly acknowledge safe receipt of this letter.

Yours faithfully,

Objection 12

Your ref:LJM/TO24/12 VF23950

My ref:

Dear Sirs,

**PROPOSED TRAFFIC REGULATION ORDER:
SANDY LANE, THE SQUARE & SOUTHGATE DOBCROSS
PROHIBITION OF WAITING AMENDMENT ORDER 2024**

I write in response to the consultation in respect of the above proposals. I have read the letter of [REDACTED] 7th June 2024 in response to the proposals and I agree with him and adopt his letter and its contents.

I oppose the proposal for the reasons given in that letter.

In addition I would say that I visit Sandy Lane regularly to visit my father. He has no parking available other than on street. He has a Blue Badge. To make it more difficult for us to do visit by removing parking availability may mean that we undertake such visits less frequently which would undermine our social and familial ties. We all rely on such visits for our mental wellbeing and our family cohesion.

Please acknowledge safe receipt of this letter and I look forward to your reasoned reply.

Yours faithfully.

Objection 13

I write in response to the consultation in respect of the above proposals. I have read the letter of XX XXXXXX dated 17th June 2024 in response to the proposals and I agree with him and adopt his letter and its contents.

I oppose the proposal for the reasons given in that letter.

In addition I would say that the proposals have been ill conceived and do not address the stated problem. It will merely displace the issue of parking onto other local roads, which may make the problem actually worse, both for residents and the large vehicles attending the farm. This may well have a disharmonious effect on the local community which has only recently established a community owned and run shop.

The council has also failed to meaningfully notify almost all of the other residents that will be directly affected by these road traffic changes, such as those who live in Southgate, Platt Lane, The Square and other areas. The council has also failed to hold any public meeting on its proposals or publish anything online for people to read. It feels like the council is trying to sneak this proposal under the noses of the very people it will most affect.

Please acknowledge safe receipt of this letter and I look forward to your reasoned reply.

Yours faithfully.

Comments

In principal I support extending parking restrictions on Sandy Lane. The main issue for both residents at 3a and 3b Sandy Lane is that parking on the right hand side of Sandy Lane as you are going up from the square just after the narrow section and before our drive which runs between 3/3a/3b and 5 Sandy Lane. Cars frequently park too close to our drive and combined with parking on the opposite side of Sandy Lane means we have great difficulty in getting in and out of the drive. Would it be possible to extend the double yellow lines from where they currently end on the right hand side of the Lane to the start of our drive in addition to the proposed extension of the parking restrictions on the opposite side? There is only room for one car to park in this space so the loss would not be great. At the very least could we not have a white line to demarcate the drive painted on the road?

I would like my comments to be included in the report but I can confirm that I have no objection to the scheme.

Supporting letter

I support the parking restrictions on Sandy Lane, the restrictions need to be implemented in full to solve the vehicle access issues. Also it will be beneficial for Pedestrian Traffic with the ever increasing vehicle traffic due to the development of Diggle.

Regards