

Appendix 1 - Consultation Outcome and Recommendations
TCF Darby's Lane C.5.2 (P40 2023)

Consultation dates: 30 June 2023 – 21 July 2023

Item No.	Road Name(s)	Location/ Description	Advertised Restriction(s)	Existing Restriction(s)	BCP Ward	Summary of responses (Number received & summary of points raised)	Decision
1.	Darby's Lane	Opposite Nos. 20-24	No waiting at any time	Unrestricted	Oakdale	11 responses, 8 objections, 3 comments. <ul style="list-style-type: none"> Removes parking spaces for residents, visitors to residents and to the park and will push parking into surrounding roads. Restrictions will effect property prices. Rarely sees people crossing on Darby's Lane. Parking is useful for local businesses. The road is wide enough to allow parking and not cause congestion. Restrictions outside park entrances are beneficial but only if existing restrictions removed. Not necessary for whole section of road, however uses play facility and welcomes safe crossing for pedestrians. 	Implement as advertised. Reasons: <ul style="list-style-type: none"> The sections where the no waiting at any time (double yellow lines) are proposed compliment the build outs, which narrow the carriageway. These sections help to reduce the speed of traffic and also act as crossing points to the park entrances providing clear visibility for pedestrians crossing. The double yellows are also required to protect the accesses to the park which includes an emergency access point.
2.	Darby's Lane	Opposite No.18	No waiting at any time	Unrestricted	Oakdale		
3.	Darby's Lane	Opposite Nos. 10-14	No waiting at any time	Unrestricted	Oakdale		
4.	Darby's Lane	Additional 24m on the junction with Dorchester Road (northern section on both sides of the road)	No waiting at any time	Unrestricted	Oakdale	No response	Implement as advertised. Reasons: <ul style="list-style-type: none"> No objections The proposed restriction will reduce unsafe and obstructive parking, enabling improved visibility / manoeuvrability on the junction for motorists and particularly cyclists approaching the junction to use the crossing facility on Dorchester Road.
5.	Darby's Lane	On the junction with Popes Road (both sides of the road on the northern and southern arms)	No waiting at any time	Unrestricted	Oakdale	No response	Implement as advertised. Reasons: <ul style="list-style-type: none"> No objections The proposed restriction will reduce unsafe and obstructive parking, enabling improved visibility / manoeuvrability on the junction for motorists and cyclists. This will also provide clear sight lines for pedestrians crossing the road, particularly the disabled and elderly.
6.	Popes Road	On the junction with Darby's Lane (both sides)	No waiting at any time	Unrestricted	Oakdale		
7.	Heath Avenue	On the junction with Darby's Lane (both sides)	No waiting at any time	Unrestricted	Oakdale		
8.	Trigon Road	Northern section of turning head outside No. 2A	No waiting at any time	Unrestricted	Oakdale	One response with comments: <ul style="list-style-type: none"> Is this planned route to get on to the bridge? The bridge and ramp is too narrow for pedestrians and cyclists. Undergrowth needs to be cleared away/down as cyclists/pedestrians need a clear line of sight. 	Implement as advertised. Reasons: <ul style="list-style-type: none"> No objections Parked vehicles within the turning head will obstruct the improved cycling facilities, which are to be widened to improve access in both directions. The proposed restriction will reduce unsafe and obstructive parking, enabling improved visibility / manoeuvrability for cyclists and pedestrians.