

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

12 July 2016

Report of the Strategic Director – Economy, Transport and Communities

**OBJECTIONS TO PROHIBITION OF WAITING ORDER – WATER LANE AND
SCARTHIN, CROMFORD**

(1) **Purpose of Report** To advise the Cabinet Member of the results of the investigations following receipt of five objections to the proposed waiting restrictions on Water Lane and Scarthin, Cromford, and to recommend that the Order be made as advertised.

(2) **Information and Analysis** Water Lane, Cromford is part of the principal road network (A5012). As such, its function within the road hierarchy is as a strategic route carrying all classes of vehicle, including a high proportion of HGV traffic. The continued increase in the volume of parked cars on Water Lane over the years narrows the carriageway down to one lane, resulting in vehicular conflict and congestion. This is something that has been the subject of concern and, consequently, was raised with the local Member, Councillor Irene Ratcliffe.

The proposals, as shown on drawing number MHT/MS/267/15, have followed the statutory consultation and public notice procedure, and five objections have been lodged following the public consultation.

The objections raised relate to the following points:

- 1. That the proposed 6 and 7 day period ‘No Waiting’ and ‘Limited Waiting’ restrictions on Water Lane be reduced to Monday to Friday.**

Comment: Water Lane meets Cromford Hill, close to its signalised junction with the A6 and, as such, forms a major intersection. The junction is subject to high levels of commuter, tourist and HGV traffic which continues throughout the working day. The presence of parked vehicles along the southern edge of Water Lane, during the working day, further exacerbates queueing as westbound vehicles are unable to pass these vehicles when there is static queueing in the

opposite direction (towards the junction); resulting in traffic backing through the junction onto Cromford Hill.

Cromford lies within a World Heritage Site (Derwent Valley Mills) and, whilst commuter traffic reduces over the weekend, this is partly replaced by an increase in tourist traffic and therefore remains busy throughout the week.

2. That the 'No Waiting 8am-6pm' restriction is too long in distance and could be reduced in length to provide more parking.

Comment: The proposed length of restriction is considered to be necessary to allow sufficient passing space for westbound HGV traffic to pass in opposite directions. A reduction in the length proposed will increase the likelihood of continued vehicular conflict.

3. Parking for residents and businesses of Chapel Hill, Market Place and Scarthin will be made more difficult on Water Lane and in Cromford if the proposed restrictions are introduced on Water Lane near to Cromford Hill.

4. Reducing the parking for residents and business alike is only going to add further increase of stress for residents.

Comment: The principal function of the carriageway is to allow the safe and expedient movement of traffic along it. It is often difficult to strike a balance between the need to maintain this function with residents' wishes to have access to convenient on-street parking. Where possible, the proposed restrictions allow for parking in the evening (after 6pm) when demand from residents is likely to be at its highest.

5. What consideration has been given to residents' only parking or alternative parking for residents?

Comment: There is no duty upon the County Council, as local highway authority, to provide parking. Cromford would not meet the conditions or criteria required to make a Residents' Parking Scheme viable.

The County Council's Residents' Parking Scheme Policy dictates that a scheme will only be successful if it can be self-funding and that a scheme will only be introduced over large residential areas in order to avoid the displacement of parking onto surrounding roads. It is considered that, in this instance, the criteria for a Residents Parking Scheme as set out in the County Council's Policy is not

met. A copy of the Policy will be forwarded to the objectors as part of the formal reply after a decision is made.

6. Introducing 'No Waiting at Any Time' at the junction with the Market Place and Scarthin will reduce parking by two spaces.

Comment: Access off the A5012 onto the Market Place and Scarthin is made difficult at times due to parking that takes place at this junction. The introduction of double yellow lines will maintain the free flow of traffic in and out of the Market Place and also aid loading and unloading for businesses.

7. If the proposals go ahead then loading and unloading will be impossible.

Comment: Both single and double yellow line waiting restrictions carry an exemption which allows vehicles to be parked for the purposes of loading and unloading.

8. The section of 'No Waiting 8am-6pm' is inappropriate and unnecessary as this is the only location where residents and businesses can park during busy times.

Comment: Residents and visitors to Cromford benefit from unrestricted parking on the Market Place, free of charge. Alternatively, parking bays extend a considerable distance along the southern edge of Cromford Hill, providing short-term parking during the day to benefit local businesses (by encouraging regular turnover of trade) whilst allowing residents to park unrestricted in the evenings.

9. The removal of restricted waiting and replacing with 'No Waiting at Any Time on the furthest stretch of Water Lane (at the foot of Chapel Hill) is completely unnecessary as this section is rarely parked on.

Comment: The carriageway alignment of Water Lane at this location is such that westbound drivers have poor forward visibility of oncoming traffic. The presence of parked vehicles would potentially force traffic across the centre line and into the path of oncoming vehicles. This presents a road safety issue, irrespective of time of day, and therefore 'No Waiting at Any Time' is considered a more appropriate restriction to prevent unsuitable parking.

10. The quality of life is already much affected by the volumes of HGV traffic which is likely to contribute to air pollution and by removing parked cars will increase collisions.

Comment: Water Lane experiences high volumes of traffic (including HGV's) and, as already mentioned, the presence of parked vehicles directly contributes to the congestion experienced around its junction with Cromford Hill. The proposals put forward in this report will help traffic to pass more freely along Water Lane and have a beneficial impact on air pollution by reducing queue lengths and congestion.

11. With Water Lane being a run through to Manchester and Buxton, avoiding other towns in the area, HGV traffic bottle-necks at this location. Why can't a weight limit be introduced?

Comment: Water Lane is part of the A-classified highway network (A5012) and, as such, HGV traffic is encouraged to use this route. It is therefore not appropriate to impose weight restrictions on this route.

Officer Comment

The proposals put forward are the results of numerous discussions with the local member, along with other interested parties, to address congestion concerns on Water Lane and Scarthin. The proposals intend to reduce congestion by rationalising some of the on-street parking along Water Lane and Scarthin.

It is acknowledged that some sections of Water Lane will, as shown on the attached plan, have restricted parking for certain periods of the day, but residents will be able to park on the majority of the new restrictions during the evening period and overnight within two months from the date of this decision.

Local Member Comment

Councillor Ratcliffe is fully supportive of this much needed scheme on Water Lane to improve the traffic congestion and traffic flow.

(3) **Financial Considerations** This work forms part of the approved 2016-17 Local Transport Plan and the cost of the lining and signing will be approximately £1,000.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984, states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) 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.

The matters referred to above are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) 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; 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) 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
- 4) any other matters appearing to the Local Authority to be relevant.

Section 2 of the 1984 Act states what a Traffic Regulation Order (TRO) may provide for and this includes prohibition of waiting. Notice of proposals must be given in accordance with Regulation 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and at least a minimum of 21 clear days for the receipt of written objections must be allowed. Objections can then be considered by the Local Authority.

Regulation 14 of the 1996 Regulations enables an order making authority to modify an Order in consequence of any objections or otherwise, before it is made. Where substantial changes are to be made, the order making authority must notify those likely to be affected by the modifications and giving them an opportunity to make a representation which the authority shall consider. In this matter, it is not considered that modifications are required.

Having determined all objections, the Council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected. An Order shall not be made until after the last date for objections. No Order can be made until after the last date for objections. No Order can be made more than two years after the date of publication of the notice of proposals. No part of a TRO can come into force before that date when it is intended to publish a notice of making.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

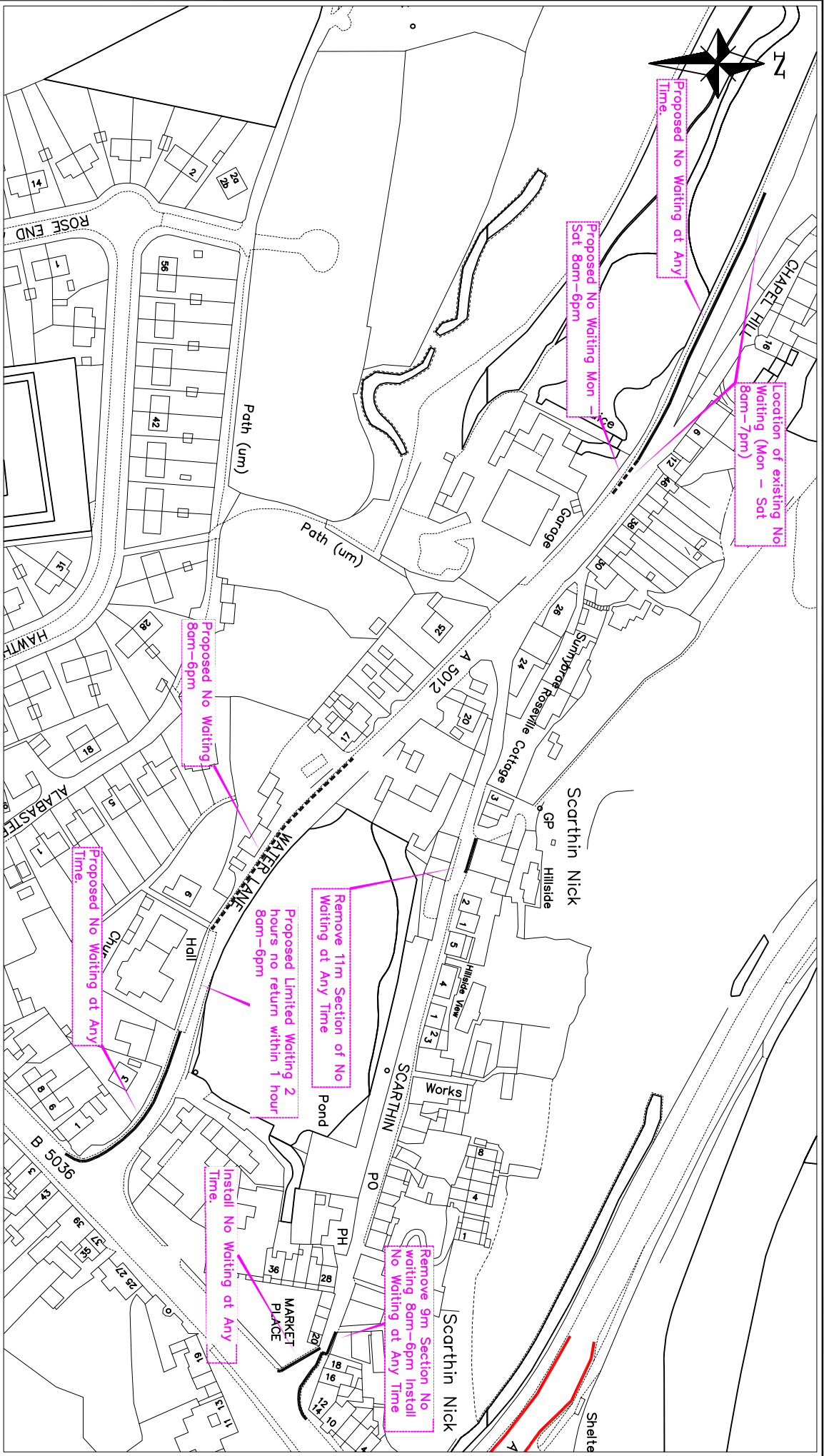
(7) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details – Mark Sloan, extension 38687.

(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 The proposed restrictions are introduced on Water Lane and Scarthin, Cromford, as shown on the attached drawing number HMT/MS/267/15, and implemented in due course.

8.2 The local Member and objectors be informed accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Communities



AMENDMENT DETAILS		BY CHD JPD DATE 27/01/2018	
DERBYSHIRE County Council		DRAWN M.Sloan	
PROJECT TITLE WATER LANE & SCARTHIN, CROMFORD PROPOSED WAITING RESTRICTIONS		CHECKED DB	
DRAWING TITLE CONSULTATION DRAWING		APPROVED DB	
Date 18/05/2015		Date 20/05/2015	
Date 20/05/2015		Date 20/05/2015	
OCE Project Reference No. CONFIRM 8157607		SCALE NTS	
Drawing Number HMT/MS/267/15			