

**DERBYSHIRE COUNTY COUNCIL**

**MEETING OF CABINET MEMBER – JOBS, ECONOMY AND  
TRANSPORT**

**17 June 2014**

Report of the Strategic Director – Economy, Transport and Environment

**OBJECTIONS TO PROHIBITION OF WAITING ORDER – B6001  
STATION ROAD, BACK LANE, STATION APPROACH, DORE  
LANE, HATHERSAGE**

(1) **Purpose of the Report** To advise the Cabinet Member of the results of the investigations following receipt of two objections to the proposed “No Waiting at any Time” (double yellow line) restrictions on the B6001 Station Road, Back Lane, Station Approach and Dore Lane, Hathersage, and to recommend that the Order be made as advertised, with a minor amendment.

(2) **Information and Analysis** Station Road, Back Lane, Station Approach and Dore Lane are located on the edge of the village of Hathersage, and it is the first relatively built up area for vehicles approaching Hathersage from the south. Station Road is the main road into the village and Dore Lane and Back Lane consists of residential properties. Station Approach is the access road to the railway station with a few residential properties and a large number of business premises.

Investigations by officers following concerns raised by the Parish Council confirmed that parking in Hathersage for leisure pursuits, such as walking or to visit the Leisure Centre, or commuters to and from the railway station put pressures on the demand for on-street parking. This is particularly exacerbated if the one public car park in Hathersage is full, or drivers park on street to avoid the car parking charges. Drivers park too close to junctions, and obstruct views for vehicles as they enter and leave the street, making the junctions difficult to negotiate.

The proposals, as shown in drawing number HMT/RS/165/14 were requested by Outseats Parish Council. Following the statutory consultation and public notice procedure, two objections were lodged following the public consultation.

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The objections raised relate to the restrictions proposed on Dore Lane and Station Approach. Dore Lane consists of mainly flats and a few semi-detached properties, the majority of which have no off-street parking facilities. This results in a high demand for on-street parking, of which there is not enough spaces available for just residents and their visitors, but also for visitors to the village. The objector was concerned that the introduction of parking restrictions on Dore Lane and Station Approach will only exacerbate the demand and force vehicles further down Dore Lane, which narrows considerably and may cause difficulties for the farmer.

The other objection received is from a resident who requests a Residents' Parking Permit scheme.

### **Officer Comment**

Successful Residents' Parking Schemes are not implemented on isolated streets as this would invariably transfer the problem onto neighbouring streets. An area wide approach is therefore needed, with a carefully defined 'zone' included within the scheme, to minimise problems of displaced parking.

Any 'residents only' scheme must be self-financing and it is therefore imperative that the majority of residents are supportive of proposals for the scheme to be successful. Sufficient revenue needs to be generated to cover the management and enforcement necessary for the scheme to be effective and, for a scheme to be financially viable, would need several hundred residents/properties to sign up. It must be pointed out though that holding a permit for such an area only entitles the bearer to park somewhere within the zone if there is space. It does not guarantee a parking space nor does it guarantee a parking space outside of an individual's property. A Residents' Parking Scheme would not increase the number of spaces on Dore Lane and, even though visitors to the village would not be able to park, the high demand for spaces from residents and their visitors would still exist. A 'Residents' Only' Parking Scheme is neither the solution nor feasible on Dore Lane.

Taking into account the objections raised, the following amendment has been suggested:

The original proposed 'No Waiting at any Time' restrictions on Dore Lane be omitted in their entirety to ensure maximum on-street parking availability remains. The proposed amendments are shown in drawing number HMT/RS/166/14 and in the attached schedule.

To maintain safe and clear access through the village and to the Railway Station, business and residential premises, the original proposed 'No Waiting

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at any Time' restrictions on the B6001 Station Road, Back Lane and Station Approach be implemented as advertised.

### **Local Member Comment**

Councillor Twigg is aware of the contents of the report but has made no comment.

(3) **Financial Considerations** This work forms part of the approved 2014/15 Local Transport Plan scheme for Traffic Regulation Order works.

(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 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 enable 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

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opportunity to make a representations which the authority shall consider. In this matter, it is considered that the modifications constitute a reduction and are therefore not a substantial change.

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 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** These are held on file in the Economy, Transport and Environment Department. Officer contact details – Rachel Straw, extension 38525.

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

8.1 The 'No Waiting at any Time' restrictions on Dore Lane, Hathersage be omitted as detailed in the schedule, shown on the attached drawing number HMT/RS/166/14, and implemented in due course.

8.2 The waiting restrictions on B6001 Station Road, Back Lane and Station Approach, Hathersage be implemented as advertised.

8.3 The Local Member and objectors be informed accordingly.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**

## **Original Proposed Traffic Regulation Order Schedule**

### **B6001 Station Road, Back Lane, Dore Lane, Station Approach, Hathersage**

#### **NO WAITING AT ANY TIME**

##### **Back Lane, Hathersage**

###### South side

From its junction with Station Road in a north-easterly direction for a distance of 20 metres.

###### North side

From its junction with Station Road in a north-easterly direction for a distance of 17 metres.

##### **Dore Lane, Hathersage**

###### Both sides

From its junction with Station Road in a westerly direction for a distance of 10 metres.

##### **Station Approach, Hathersage**

###### South-west side

From its junction with Station Road in a south-easterly direction for a distance of 20 metres.

###### North-east side

From its junction with Station Road in a south-easterly direction for a distance of 43 metres.

##### **Station Road, Hathersage**

###### East side

From its junction with Station Approach in a southerly direction for a distance of 12 metres.

###### West side

From its junction with Dore Lane in a southerly direction for a distance of 32 metres.

From its junction with Dore Lane in a northerly direction for a distance of 12 metres.

## **New Proposed Traffic Regulation Order**

### **B6001 Station Road, Back Lane, Station Approach, Hathersage**

#### **NO WAITING AT ANY TIME**

##### **Back Lane, Hathersage**

###### **South side**

From its junction with Station Road in a north-easterly direction for a distance of 20 metres.

###### **North side**

From its junction with Station Road in a north-easterly direction for a distance of 17 metres.

##### **Station Approach, Hathersage**

###### **South-west side**

From its junction with Station Road in a south-easterly direction for a distance of 20 metres.

###### **North-east side**

From its junction with Station Road in a south-easterly direction for a distance of 43 metres.

##### **Station Road, Hathersage**

###### **East side**

From its junction with Station Approach in a southerly direction for a distance of 12 metres.

###### **West side**

From its junction with Dore Lane in a southerly direction for a distance of 32 metres.

From its junction with Dore Lane in a northerly direction for a distance of 12 metres.

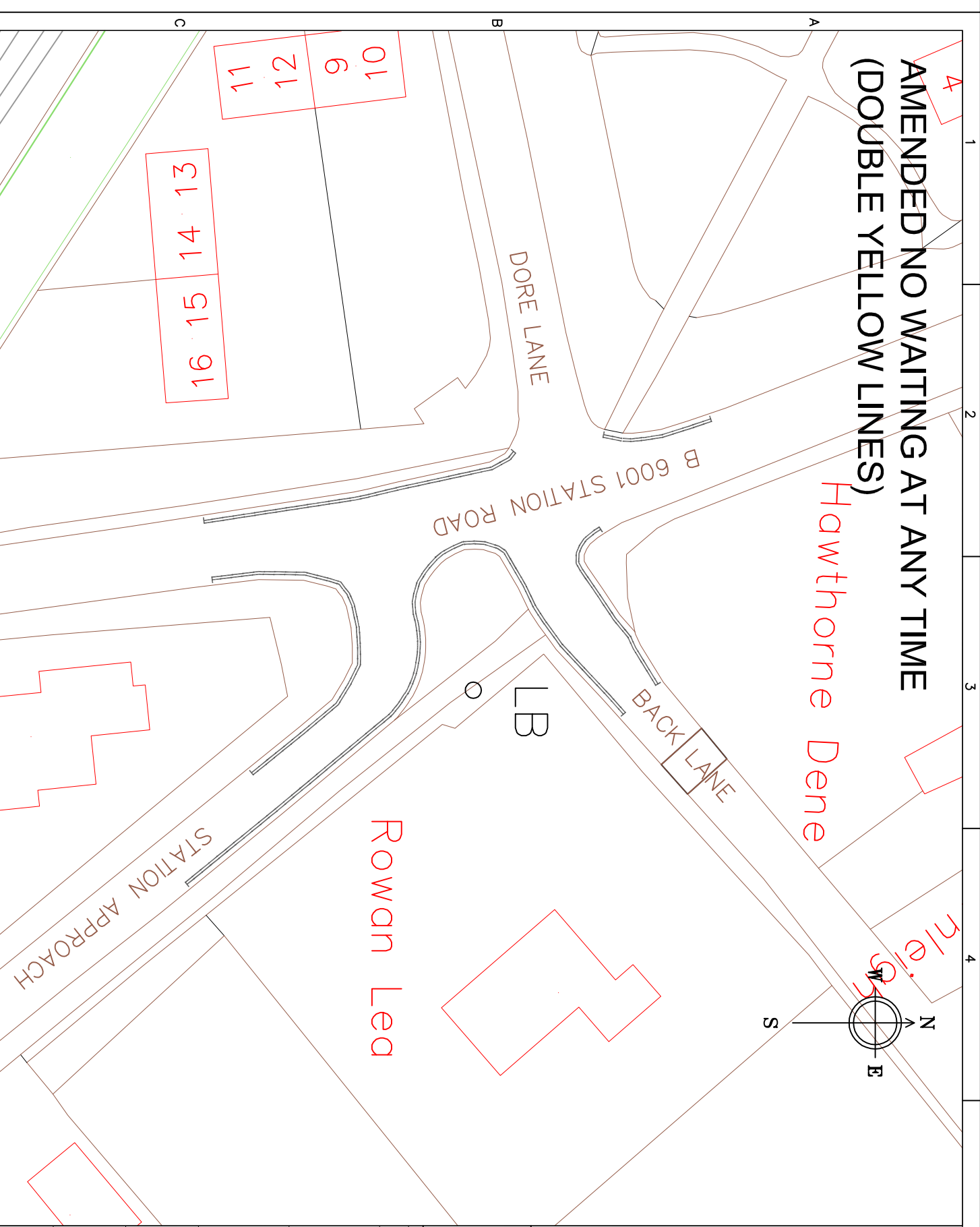
## Hawthorne Dene

AMENDMENT DETAILS		By	Date	In
<div> <div> <div>STATION #</div> <div>Redford Strawn</div> </div> <div> <div>DATE</div> <div>24th April 2014</div> </div> </div>	<div> <div>CHANGED BY</div> <div> </div> </div>	<div> <div>APPROVED BY</div> <div> </div> </div>	<div> <div>NOTE</div> <div>N.T.S.</div> </div>	

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B6001 Station Road,  
Station Approach, Back Lane,  
Dore Lane.  
Hathersage

CLIENT DRAWING NO.  
HMT/RS/165/14



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Key

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