

DERBYSHIRE COUNTY COUNCIL

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

18 June 2013

Report of the Acting Strategic Director – Environmental Services

**PROPOSED PROHIBITION OF WAITING – COOMBS ROAD,
BAKEWELL**

(1) **Purpose of the Report** To consider the objections / comments received following the advertisement of the proposed prohibition of waiting on Coombs Road, Bakewell.

(2) **Information and Analysis**

Background

Representations have been made to the Authority from the residents of Coombs Road, Bakewell. They have expressed concerns over the large number of visitor parking that currently takes place, and the continued damage that has occurred over the years to the grass verges along Coombs Road. Their concerns have increased since the opening of the Monsal Trail (a multi-user trail which has been extended and upgraded by the Peak District National Park Authority (PDNPA) which opened fully in May 2011). Prior to the Trail opening, officers met representatives from the PDNPA to discuss the likely effect the additional visitors to the Trail would have on Coombs Road. At that time, it was agreed that Officers would look into the effects the additional parking would have and to put proposals forward to maintain access along Coomb Road. Subsequently, the PDNPA has funded Brown Tourist Signage, which have been erected directing visitors from the Monsal Trial into the Agricultural Business Centre Car Park. However, visitors are continuing to park on Coombs Road to avoid car parking charges.

Four letters were received following the formal advertising of the proposed Traffic Regulation Order (TRO). Three letters were received from Coombs Road residents. Two of the residents were supportive of the scheme, the third commented that the proposals did not go far enough to deter speculative parking trips and do nothing to reduce the volume of traffic on Coombs Road, nor reduce the frequent unsafe parking by Blue Badge Holders. All were concerned about the poor condition of the grass verges on Coombs Road.

The fourth letter from a commuter working in Bakewell was opposed to any changes to the current waiting restrictions as they were not aware of any parking problems on Coombs Road and that the alternative was to use the limited off-street parking provision in Bakewell which is not suitable and the current charges are expensive for many low paid and part time workers.

Officer Comment

Officers have spent considerable time consulting over this particular TRO because it has been important to try and balance the needs of residents and commuter parking, as well as the new demand from visitors to the Monsal Trail. Fortunately, the majority of residential properties in the area have off-road parking, therefore, they have very little demand for on street parking.

Officers felt that the main safety issue to be addressed occurred on two bends. There is regular vehicular conflict due to poor forward visibility. The first bend is located to the west of Brooklands Bank. There is an existing two hour limited waiting bay and it is therefore proposed to remove a 16m section of this bay and replace it with 'No Waiting at Any Time' restrictions. The second bend is located to the east of Brooklands Bank where parking currently occurs, on both sides of the road. It is proposed to provide 'No Waiting at Any Time' restrictions on both sides around this bend and prohibit parking on the south side of the road for a further 130m. After this point, parking is not restricted. The proposals are shown on the attached drawing No. ST/MS/152/11. Officers are mindful that displaced parking may occur. At present, there are no plans to introduce further parking restrictions along Coombs Road but parking will be monitored once these restrictions are implemented.

The condition of the grass verges will be made good when the TRO is introduced.

The Civil Parking Enforcement Section has agreed to investigate claims of indiscriminate parking and take appropriate action where possible.

Local Member Comments

Councillor Twigg fully supports the proposal to extend waiting restrictions on Coombs Road.

(3) **Financial Considerations** The cost of the proposal is estimated at £2,000 and is to be met from the 2013/14 Traffic Revenue Budget.

(4) **Legal Considerations** Section 122, 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:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) 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;
- c) 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
- d) 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 giving them an opportunity to make a representation 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 decide to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected. 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** Held on file in the Traffic and Safety Section of the Environmental Services Department. Officer Contact details – Mark Sloan, extension 38687

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

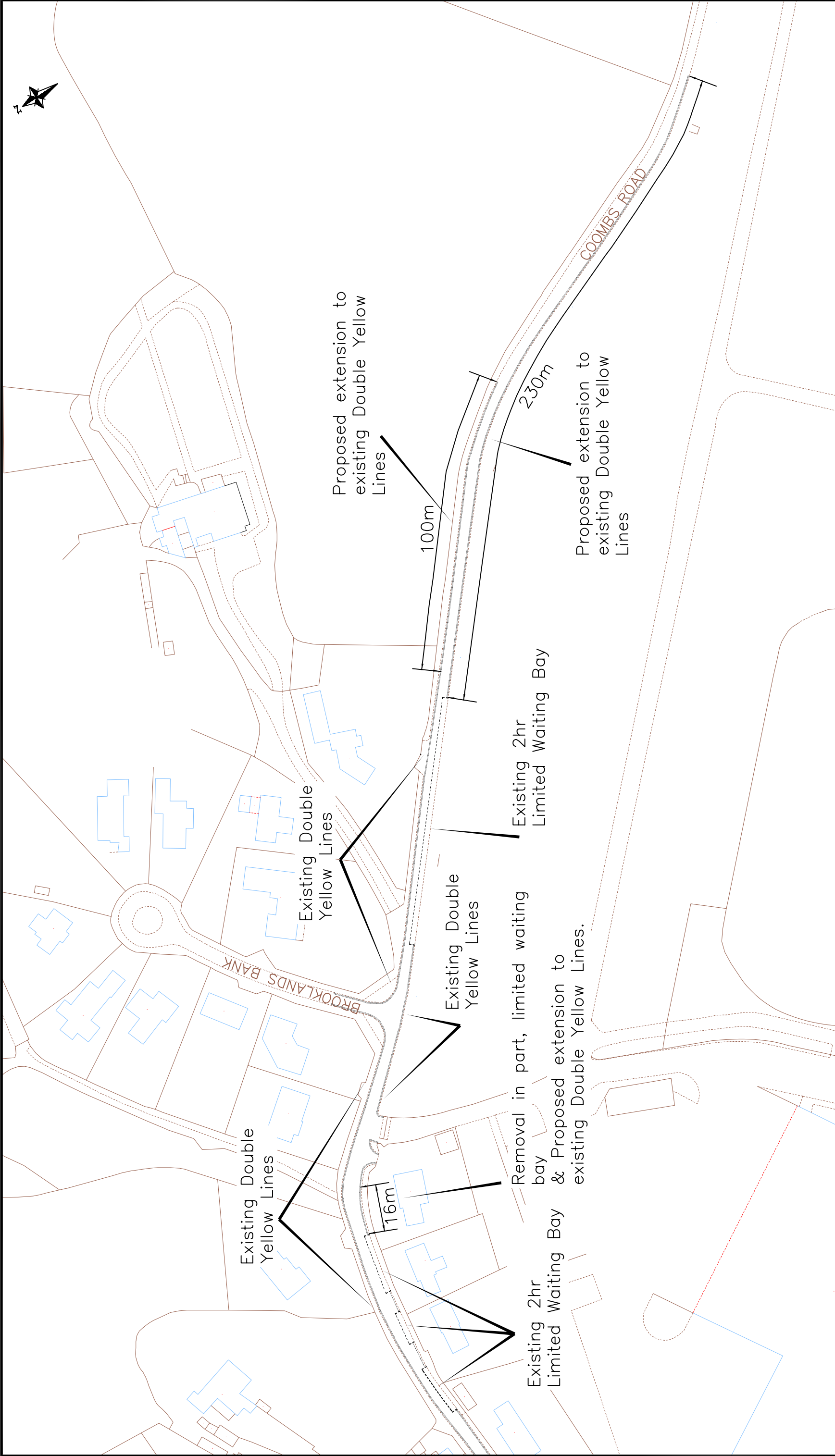
8.1 The proposal to introduce 'No Waiting at Any Time' restrictions on Coombs Road, Bakewell, as shown on attached plan drawing number ST/MS/152/11, be approved.


8.2 The damage to the grass verge be made good as part of the continued maintenance programme.

8.3 Civil Parking Enforcement will be carried out subject to available resources.

8.4 The Local Member and objectors be informed accordingly.

Mike Ashworth
Acting Strategic Director – Environmental Services



 DERBYSHIRE County Council Ian Stephenson Strategic Director Environmental Services	SOUTH TRAFFIC SECTION	Coombs Road Bakewell Waiting Restriction Amendments 2011				Number	ST/MS/152/11
						Date	21st March 2010
						DRAWN	Mark Sloan
						SKETCH	NTS
				XREFS:		ORIGINAL DRAWING SIZE 297 x 210 (A4)	