

**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 – STATION ROAD,  
BAKEWELL**

(1) **Purpose of the Report** To consider the objections / comments received following the advertisement of the proposed prohibition of waiting on Station Road, Ballcross Lane and Burre Close, Bakewell.

(2) **Information and Analysis**

**Background**

In late 2011, representations were made to the Authority from the proprietors of the industrial units on Station Road in Bakewell. They expressed concerns as large delivery vehicles to their premises were often unable to get through due to parked vehicles. The majority of these vehicles belonged to users of the Monsal Trail (a multi-user trail which has been extended and upgraded by the Peak District National Park Authority (PDNPA) and opened fully in May 2011). The PDNPA has its own small pay and display car park at the former Bakewell Station, however, most users of the trail prefer to park on the road where it is free. This has resulted in the parking problems that now exist on Station Road and Ballcross Lane.

A site meeting was subsequently held between unit proprietors, the Police and members of the Authority's Traffic and Safety team to look at measures that could improve the parking situation in the area. A scheme was then drawn up which involved the introduction of waiting restrictions on Station Road itself, as well as Ballcross Lane and Burre Close, and this was subsequently consulted upon.

With some adjustments and further consultation over the following year with the surrounding residential properties, a scheme was finally advertised on 14 March 2013. The proposals are shown on the attached plan drawing No. ST/BG/272/12Rev2.

Following the formal advertising of the Traffic Regulation Order, two letters were received from local residents. The first letter supported in general the restrictions. However, they objected to certain aspects of the proposals, namely that the proposed restrictions did not go far enough up Ballcross Lane. They wanted to see waiting restrictions on both sides of the carriageway and continuing as far as the Golf Club, which is located further along Ballcross Lane.

The second letter received was from a resident of Castle Drive who supported the restrictions but was concerned that there would be displaced parking onto Castle Drive as a direct result and wanted assurances that the Authority would put in appropriate controls to mitigate this knock on effect.

### **Officer Comment**

Officers have spent considerable time consulting over this particular Traffic Regulation Order because it has been important to try and balance the needs of the industrial units as well as the demand from visitors to the Monsal Trail. The main issue along Station Road was to address the access for large vehicles to the industrial units. However, the needs of residents have also been taken into consideration. Fortunately, the majority of residential properties in the area have off-road parking; therefore, there is very little demand from them for on-street parking.

Parking currently occurs safely on one side of Burre Close and, therefore, officers have only provided restrictions around its junction with Station Road. There is very little parking further along into Castle Drive but officers are mindful that displaced parking may occur. There are no plans at present to extend the parking restrictions into Burre Close and Castle Drive but the parking will be monitored once these restrictions are implemented. The same applies to Ballcross Lane where officers have extended the restrictions further up one side than that originally planned. Again, monitoring will continue at this location to see if any additional parking occurs and whether access is impeded.

### **Local Member Comments**

Councillor Twigg fully supports the proposal to provide waiting restrictions in and around Station 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 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.

The Council must therefore take into account the general duty in Section 122 which highlights the considerations referred to above when assessing the case for making an Order under Section 1.

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 representations which the Authority shall consider.

Having determined all objections the Council may decide to introduce the new restriction. 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.

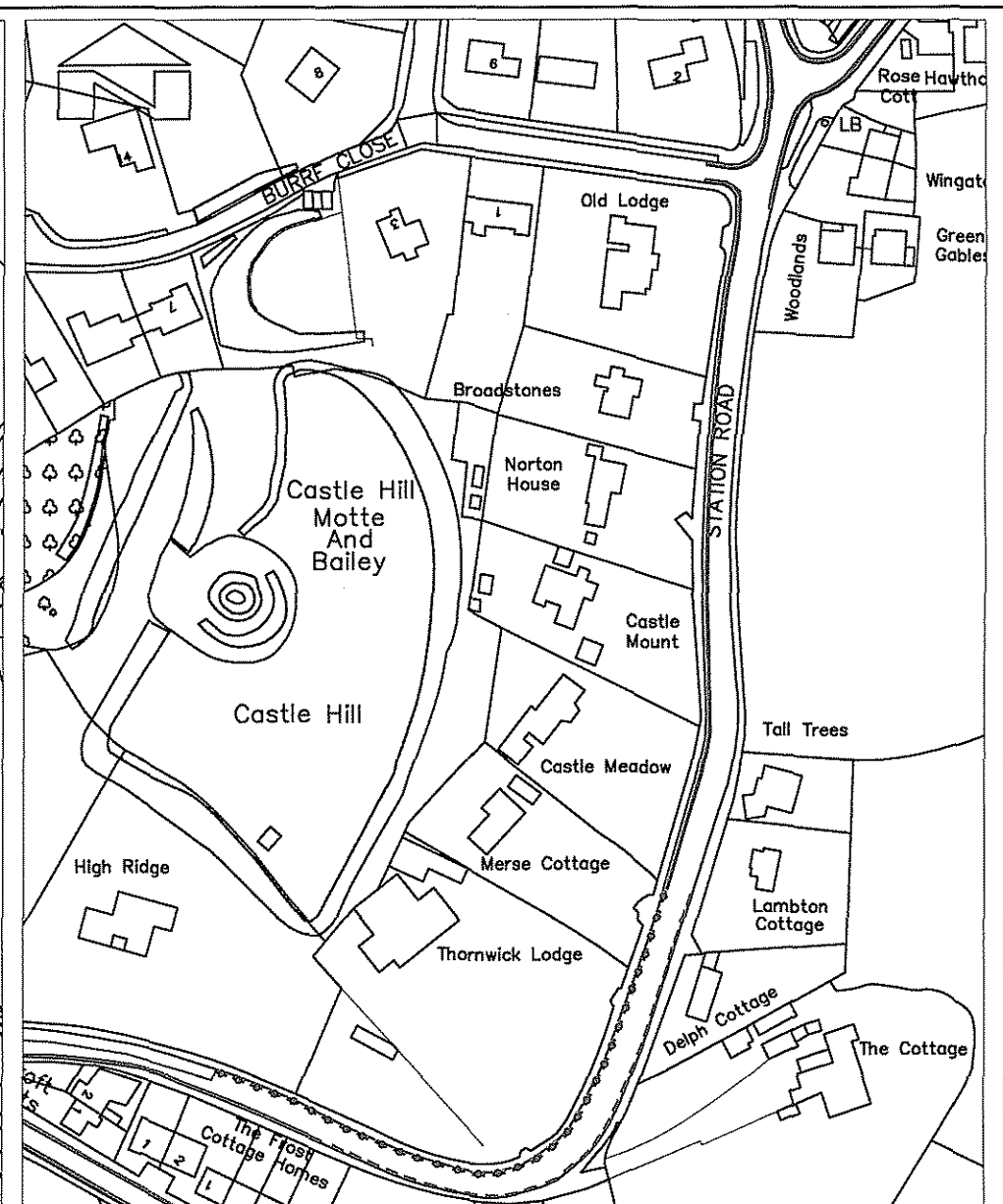
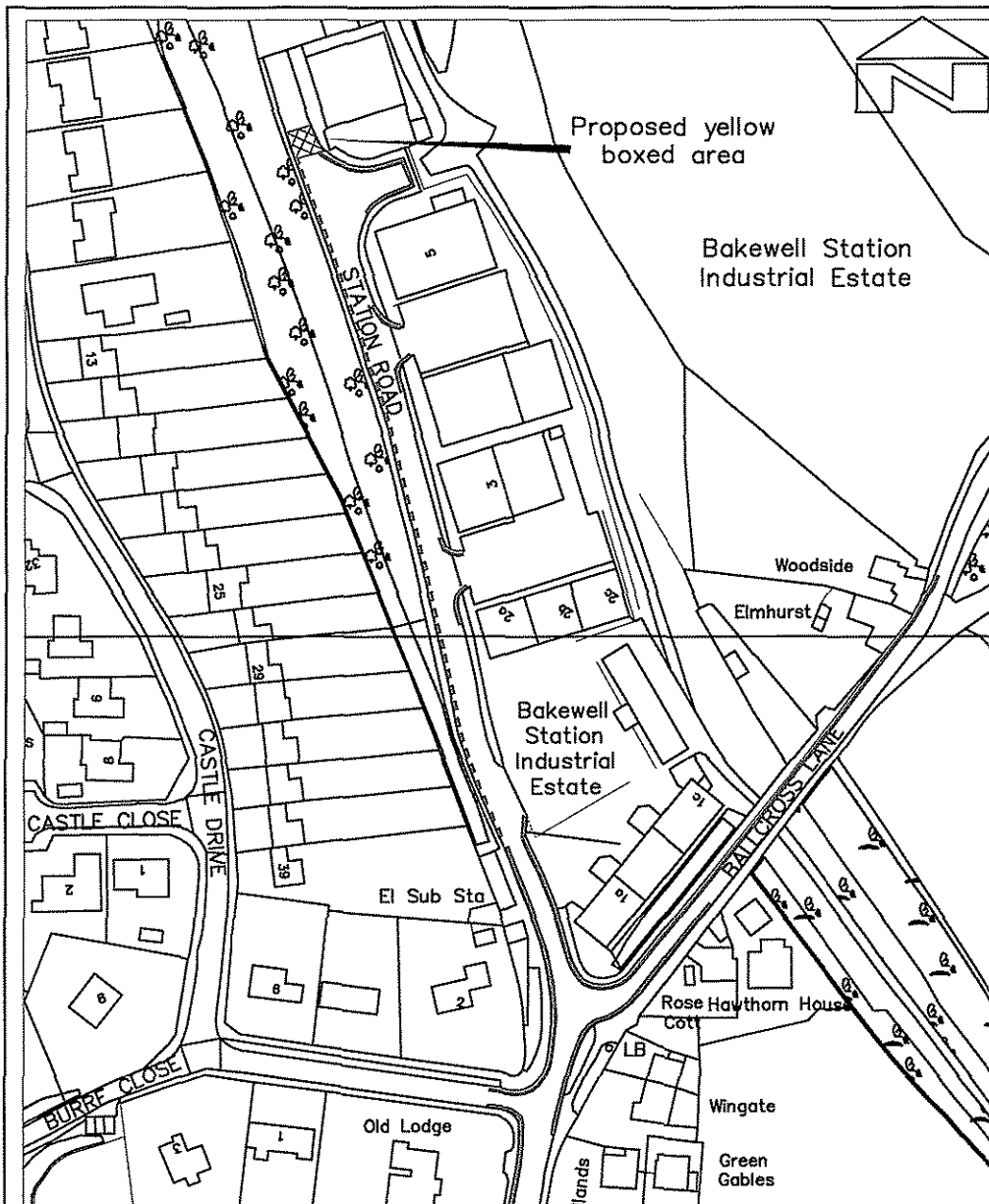
(7) **Background Papers** Held on file in the Traffic and Safety Section of the Environmental Services Department. Officer contact details – Bridget Gould, extension 38579.

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

8.1 The proposal to introduce waiting restrictions on Station Road, Burre Close and Ballcross Lane, Bakewell, as shown on attached plan drawing number ST/BG/272/12Rev2, be approved.

8.2 The Local Member and objectors be informed accordingly.

**Mike Ashworth**  
**Acting Strategic Director – Environmental Services**



**IAN W. STEPHENSON** BSc, CEng, MICE, MHT  
Strategic Director of Environmental Services

| KEY |  |
|-----|--|
|     | Existing 'No Waiting at Any Time'                                      |
|     | Existing 'No Waiting 9am-6pm'  |
|     | Existing 'No Waiting 9am-6pm to be changed to 'No waiting at Any Time' |
|     | Proposed 'No Waiting at Any Time'                                      |
|     | Proposed 'No Waiting 9am-6pm'  |

PROJECT TITLE  
STATION ROAD, BURRE CLOSE AND BALLCROSS LANE, BAKEWELL  
PROPOSED WAITING RESTRICTIONS

DRAWING TITLE

CONSULTATION PLAN

DRAWN  
B. GOULD

Date  
Feb 2013

DCE Project  
Reference No.

DWG Number  
ST / BG / 272 / 12Rev 2

DREFS

SCALE

NTS

ORIGINAL DRAWING SIZE A30x297 (A3)

COMPUTER REFERENCE: