

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – HIGHWAY, TRANSPORT AND
INFRASTRUCTURE

5 October 2017

Report of the Strategic Director – Economy, Transport and Communities

**PETITION - B6054 MAIN ROAD, HOLMESFIELD, REQUEST FOR
PARKING RESTRICTIONS**

(1) **Purpose of Report** To inform the Cabinet Member of investigations undertaken following receipt of a petition requesting double yellow lines along the B6054 Main Road, Holmesfield and to seek approval that no action be taken.

(2) **Information and Analysis**

Background

At the meeting on 8 June 2017, the Cabinet Member acknowledged receipt of a petition requesting double yellow lines on the B6054 Main Road, Holmesfield (Minute No. 59/17 refers). The petition contains 33 signatures and reads as follows.

“As a few of Holmesfield Council members are aware, the residents of Castle Hill, Main Road, have for many years had a serious issue with inconsiderate and dangerous parking on the Main Road.

However this has been made inordinately worse recently with the conversion of the old church hall into rented dwellings. The tenants are made aware (in their rental agreements) that parking is provided in the church carpark and not on the road.

The rental company has been contacted on many occasions by numerous residents (including the landlords) but to no avail. We also believe that a member of the council and the police have approached the tenants.

The stretch of road on which people park is on a brow of a hill as well as being a blind bend, forcing cars to veer into oncoming traffic, pedestrians (especially ones with prams on the school run) find it particularly difficult to pass when the cars are parked half way on to the pavement, which is exacerbated on refuse collection day.

However, the main reason for us contacting you is that, the entrances to resident's homes, Park Avenue and the church and pub car parks are being blocked, therefore not allowing a clear line of sight for existing vehicles. We are afraid that some of the patrons of the church and public house will not have the same reaction time as some of our younger residents.

There have since December been several near misses/accidents because of this and we are concerned that it is only a matter of time before there is a serious accident (hopefully not a fatal one).

When the homes in the courtyard (Holmesfield Hall) were being converted the planners insisted that the entrance to the courtyard was moved to as near to Park Avenue as possible for this very reason.

Therefore, with all this in mind, we are requesting for double yellow lines to be placed on the road running from the school up towards the entrance of Park Avenue."

Officer Comment

The B6054 runs from Owler Bar through to Dronfield Woodhouse and eventually onto Sheffield. At the point where the vehicles are parking the road width is around 7.0m and therefore comfortable for two vehicles to pass. This stretch of road also has a weight limit and therefore very little HGV traffic passes through Holmesfield except to access adjacent properties.

The reported injury accident record for Holmesfield identifies two slight injury accidents at the Cartledge Lane/Main Road mini-roundabout junction and one slight injury accident just prior to Horsleygate Lane in the last three years (to date 31 January 2017, the latest available Police data).

The introduction of double yellow lines and other restrictions, such as weight limits, bus priority, limited waiting and speed limits, requires the making of a Traffic Regulation Order (TRO). Such restrictions are only considered in order to reduce reported injury accidents, maintain visibility at heavily parked junctions, improve traffic flow or generate a turnover of parking for shops and local businesses.

Officers have visited Holmesfield to monitor the parking and have found that during the day there has been very little parking on the stretch of road that has been requested for double yellow lines and none at the former chapel conversion. The majority of properties in Holmesfield benefit from off-street parking and they are not reliant on parking on the main road. It is acknowledged, however, that in the evenings and weekends when residents are at home, parking on the street will take place. Any double yellow lines that are provided to aid visibility at junctions such as the Park Avenue junction, would usually cover between 10m and 15m, which would not extend as far as

the current on-street parking. Due to the low numbers of vehicles, the petitioners are wanting removing from the highway, it would not be considered a priority. If a TRO was pursued, objections would likely be received from those few properties that do not have the benefit of off-street parking and any restrictions at this location would simply displace parking to another location. Officers will, however, continue to monitor the situation and should it change in the future then the petitioners request will be looked again.

A site location plan is attached as Appendix 1 to this report.

When pavement parking causes an obstruction, it is an offence enforceable by the Police and they can be contacted on their non-emergency phone number of 101.

Local Member Comment

The Local Member, Councillor Foster, has been notified but has not made any comment.

(3) **Financial Considerations** There are no financial considerations associated with this report.

(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 TRO may provide for. 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.

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 – Bridget Gould, extension 38579.

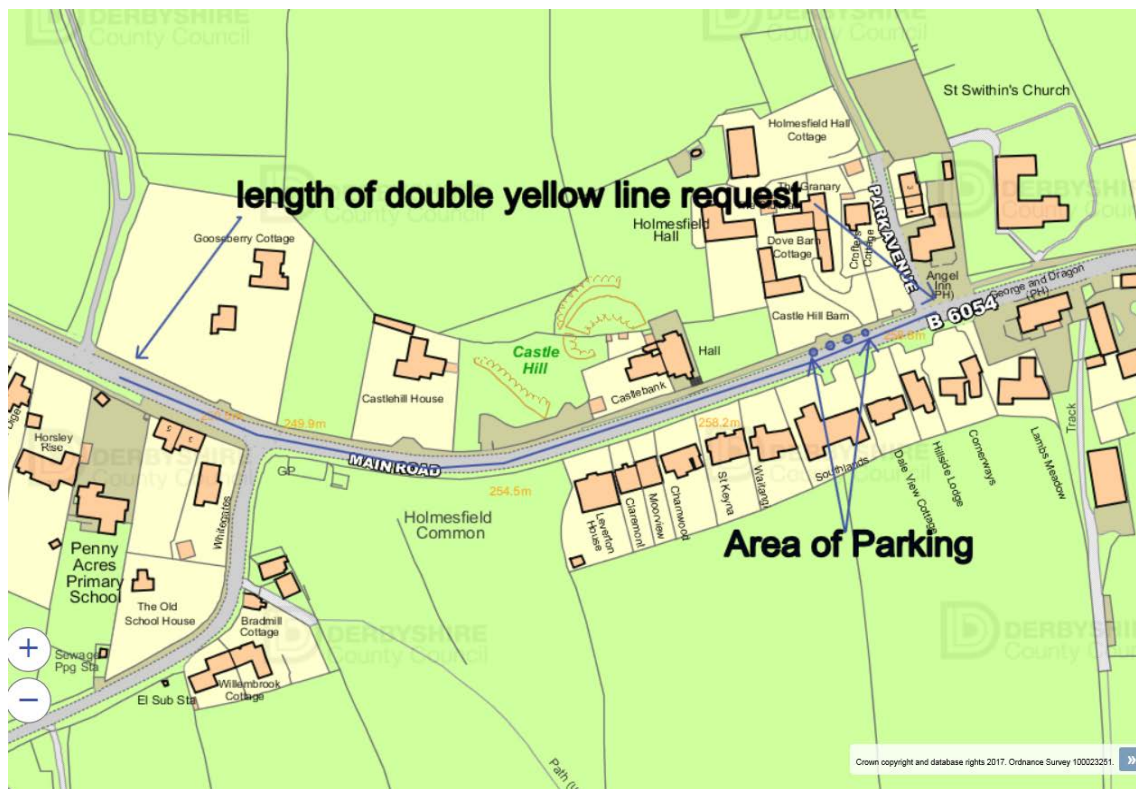
(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 The request for double yellow lines along the B6054 Main Road, Holmesfield from the Primary School to The Angel Public House, be refused.

8.2 The Local Member, head petitioner, the Chief Constable and the Parish Council be notified accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Communities

Appendix 1



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