

**DERBYSHIRE COUNTY COUNCIL**

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

**21 October 2014**

Report of the Strategic Director – Economy, Transport and Environment

**RESIDENTS' PARKING SCHEME – MATLOCK AREA**

(1) **Purpose of the Report** To inform Members of a consultation exercise to re-investigate the feasibility of a Residents' Parking Scheme on streets surrounding the County Council and Derbyshire Dales District Council.

(2) **Information and Analysis**

**Background**

At a previous meeting of the Cabinet Member - Sustainable Communities on 16 February 2006, a report was produced after a consultation upon a Residents' Parking Scheme on various streets surrounding County Hall and some closer to the town centre (Minute No. 41/06 refers). At that time, the scheme was abandoned due to the lack of support. As the Cabinet Member may recall, County Council policy recommends any 'Residents' Parking' Scheme needs to demonstrate that it is self-financing in order for it to be a viable option and a majority of residents over a significant area must therefore be supportive of the proposal in order for it to be successful. Currently, the costs of annual parking permits are £35 for the first vehicle and £50 for a second vehicle with daily or annual visitor permits being available. It is crucial in the current financial climate that sufficient revenue costs are generated to cover the management and enforcement necessary for a scheme to work. By asking for payment to park, the Council is now able to utilise its own contracted staff to carry out the control and enforcement of the parking.

In recent years, however, it has been indicated that a number of residents feel that there is now more of a demand and appetite for such a scheme and that a significant number of residents would perhaps now be prepared to pay for a Residents' Parking Scheme that would prioritise their ability to park. In light of this, Cabinet Members felt that a potential scheme should now be re-visited and that a further consultation be carried out to determine whether the general public opinion had changed.

## Public

The purpose of this consultation was to establish whether the public view and appetite for a Residents' Parking Scheme over an area had indeed changed over recent years. It was felt inappropriate however, based upon the previous year's consultations, for officers to spend significant time and resource working upon a detailed scheme until the demand for such a scheme was established. In light of this, the County Council commissioned its consultants, URS, to produce a letter and questionnaire to all residents over an extensive area and to analyse the feedback received and to produce a report on its findings. The report together with the copies of the letters and questionnaire is attached as Appendix A to this report.

URS hand delivered the questionnaire and letter to approximately 1,800 households and businesses in the area and 717 valid responses were received, a 40% response rate.

Of the responses received 140 were in favour of a residents' parking scheme (which would include permit charges) and 577 were not in favour. Of the total number of households and businesses in the area only 7.7% responded to say that they were in favour of a residents' parking scheme, with 92.3% either not in favour or did not return the questionnaire.

There were mixed views from the roads closest to County Hall. For example, only 7 responses received from Hopewell Road, 4 in favour and 3 not in favour, Smedley Street East, with 20 responses, 10 in favour and 10 against and Bank Road with 6 in favour and 5 not in favour.

As Members will note from the report, demand and support for such a scheme still remains low and there would be insufficient revenue raised from the sale of permits to cover the costs of administering and enforcing a scheme in Matlock. It must also be noted that schemes, which are currently operating in this way in other locations in Derbyshire, are self-financing. It would also remain inappropriate for the Council to pay for permits on behalf of residents in Matlock. For information, road tax (vehicle excise duty) goes straight to the Treasury, not to the County Council and there is no connection between road tax and spending on roads.

### **Local Member Comments**

Councillor Botham agrees with the Officer's recommendation following the comprehensive consultation exercise.

(3) **Financial Considerations** The costs of the necessary survey work and the analysis of the feedback by URS consultants is to be met from the 2014/2015 Local Transport Plan for Parking Management Schemes at an estimated cost of £3,600.

## **Public**

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

(4) **Key Decision** No.

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

(6) **Background Papers** Held on file within the Traffic and Safety Team of the Economy, Transport and Environment Department

(7) **OFFICER'S RECOMMENDATION** That the Cabinet Member abandons the scheme to re-consider Residents' Parking in the Matlock area due to the lack of support.

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





# Matlock Residents Parking Consultation Report

August 2014

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Prepared for:  
Derbyshire County Council

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IRELAND



# REVISION SCHEDULE

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### APPENDIX 1: SAMPLE CONSULTATION LETTER

### APPENDIX 2: RESPONDING STREETS LOCATION PLAN

#### Figure 1: Consultation Area

#### Table 1: Invalid Returns

#### Table 2: Responses Received by Street (Entire Area)

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#### Table 5: Responses Received by Street (Reduced Area)

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#### Table 8: Responses Received by Street (Ranked by % “In Favour”, Entire Area)

#### Table 9: General Comments Received



**1 THE BRIEF**

- 1.1** Derbyshire County Council (DCC) appointed URS to undertake initial consultation for the proposal to introduce a chargeable 'residents parking only' scheme within the town of Matlock. The purpose of this consultation was to establish whether, in general terms, the residents of Matlock would wish to be part of such a scheme.
- 1.2** DCC has previously commissioned a Matlock Parking Study - Public Consultation Exercise, this exercise was undertaken in 2005/2006. Part of the study included asking residents, of those streets where significant problems were experienced in obtaining a parking space, for their views on various proposals, including the potential to introduce a 'residents parking only' scheme. The results of that consultation exercise were reported to the Meeting of Cabinet Member - Sustainable Communities in February 2006. At that time the officer recommendation was to abandon the scheme to provide 'residents parking only' due to lack of support for the introduction of a chargeable 'residents parking only' scheme.
- 1.3** As a number of years have passed since the 2005 consultation exercise the Local Member for Matlock is of the opinion that on-street parking in residential streets is still a problem and continues to be a concern to local residents. As such DCC agreed that further consultation would be undertaken to establish if Matlock residents would now be in favour of a chargeable 'residents parking only' scheme. As the proposal was previously abandoned due to lack of public support DCC were looking to undertake limited consultation to ascertain if, in general terms, the residents of Matlock are now in favour of a chargeable 'residents parking only' scheme before progressing to more detailed consultation.
- 1.4** The tasks to be undertaken in the completion of the report are as follows:
- Co-ordinate a consultation letter drop to all properties on the streets identified by DCC;
  - Receive and answer queries from members of the public during the consultation period;
  - Receive returned consultation forms and record and collate the paper responses;
  - Prepare a report of findings/results for submission to DCC.

## 2 CONSULTATION AREA

2.1 The area covered by the consultation, as defined by DCC, is marked on Figure 1 below.

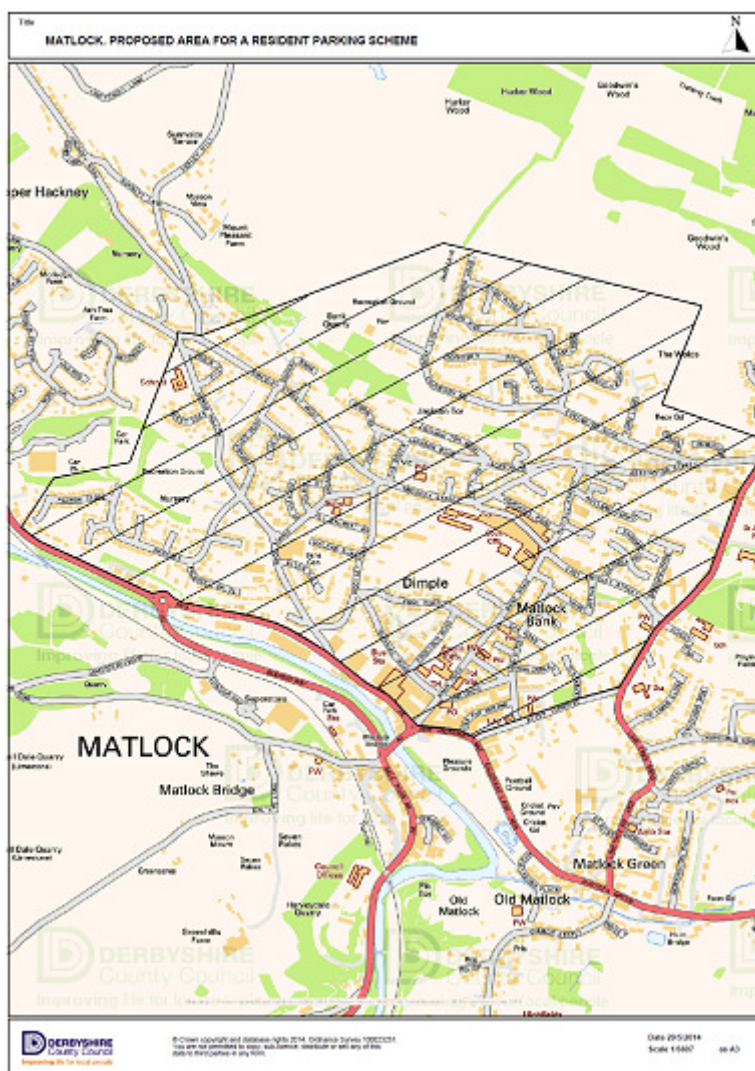


Figure 1: Consultation Area

2.2 The letter drop was undertaken by URS staff over a three day period, 23<sup>rd</sup> June 2014 to 25<sup>th</sup> June 2014.

### 3 CONSULTATION LETTER

- 3.1** The consultation letter provided to residents within the defined consultation area was created to provide respondents with an opportunity to indicate if they would or would not be in favour of a chargeable 'residents parking only' scheme.
- 3.2** A copy of the consultation letter can be found at **Appendix 1**.
- 3.3** The consultation response sheet also provided space for respondents to provide pertinent comments.
- 3.4** Respondents were also asked to provide some additional information as part of the consultation process. This additional information was used, in part, for validation purposes.
- 3.5** The Additional information requested was:
- Property Type (Business or Residential)
  - Name
  - Address
- 3.6** In addition to the consultation letter and response form, all residents receiving the consultation letter received a freepost envelope for returning the response form.

## 4 CONSULTATION RESULTS

**4.1** The returned completed consultation response forms were subjected to a verification exercise to ensure that the response could be counted. The rules used as part of the verification process are as detailed below:

- If there is no address we do not count the vote BUT if they have provided a street name then DCC is willing to accept the vote.
- If they are 'in favour' but their comments say 'won't/don't want to pay' then count as 'not in favour' BUT a record is kept of these returns.
- If they have given address / comments but not ticked either box no vote can be counted but a record is kept of these returns.
- If both boxes (in favour/not in favour) have been ticked then the vote is not counted but we a record is kept of these returns.
- The consultation was based on only one vote per household therefore for multiple returns the majority vote is counted i.e. if more so 'yes' than 'no' count it as a single 'yes' vote for the household.

**4.2** Of those responses received four were identified as being invalid for the purposes of this consultation exercise. Table 1 below gives details which returns were identified as being invalid and the reason.

Street Name	Reason
Dimple Road (1)	No choice indicated
Lime Grove Walk (1)	No choice indicated
Wellington Street (1)	No choice indicated
West Crescent (1)	No choice indicated

**Table 1:** Invalid Returns

**4.3** From the outset it was stated that if two thirds of the responses received were in favour of a chargeable 'residents parking only' scheme, DCC would progress with a more formal consultation. If the level of support was less than two thirds of the responses received such a scheme would not be pursued.

#### 4.4

Table 2 below gives a break down of the responses received on a street by street basis for the consultation area, ranked alphabetically by street name.

Street Name	In Favour	Not In Favour	Invalid	Total	% In Favour*
Acorn Ridge	0	10	0	10	0.0%
All Saints Road	0	3	0	3	0.0%
Amberdene	1	2	0	3	33.3%
Bank Gardens	8	6	0	14	57.1%
Bank Road	6	5	0	11	54.5%
Bent Lane	0	4	0	4	0.0%
Bidston Close	0	6	0	6	0.0%
Cavendish Road	6	31	0	37	16.2%
Cobden Road	2	3	0	5	40.0%
Collingwood Crescent	1	3	0	4	25.0%
Crookstile	1	10	0	11	9.1%
Dalesfield	0	4	0	4	0.0%
Daysmill Close	1	7	0	8	12.5%
Dimple Crescent	1	1	0	2	50.0%
Dimple Road	3	17	1	21	15.0%
Drabbles Road	0	21	0	21	0.0%
Edge Road	6	14	0	20	30.0%
Far Cross	0	5	0	5	0.0%
Far Green	3	3	0	6	50.0%
George Road	1	4	0	5	20.0%
Green Close	0	3	0	3	0.0%
Heathfield	1	1	0	2	50.0%
Henry Avenue	2	6	0	8	25.0%
High Ridge	3	7	0	10	30.0%
Hopewell Road	4	3	0	7	57.1%
Hurds Hollow	1	16	0	17	5.9%
Hurker Rise	1	2	0	3	33.3%
Imperial Road	4	6	0	10	40.0%
Jackson Road	4	17	0	21	19.0%
Jackson Tor Road	3	9	0	12	25.0%
John Street	1	5	0	6	16.7%
Lime Grove Avenue / Walk	7	7	1	15	50.0%
Malpas Road	2	6	0	8	25.0%
Malvern Gardens	0	2	0	2	0.0%
Megdale	0	34	0	34	0.0%
Moorfield	2	11	0	13	15.4%
New Street	7	15	0	22	31.8%
Oak Road	1	2	0	3	33.3%
Old Hackney Lane	0	2	0	2	0.0%
Paxton Close	2	20	0	22	9.1%
Pinewood Road	1	8	0	9	11.1%
Pope Carr Road	0	2	0	2	0.0%
Prospect Drive	0	15	0	15	0.0%
Quarry Bank	1	5	0	6	16.7%
Rockside Steps	1	2	0	3	33.3%
Rockside View	2	14	0	16	12.5%
Rutland Avenue	3	6	0	9	33.3%
Rutland Gate Close	1	1	0	2	50.0%
Rutland Street	0	2	0	2	0.0%
Sheriff Drive	0	4	0	4	0.0%
Smedley Street (Middle)	3	11	0	14	21.4%
Smedley Street East	10	10	0	20	50.0%
Smedley Street West	6	40	0	46	13.0%
St Joseph's Street	3	3	0	6	50.0%
Sycamore Road	0	7	0	7	0.0%
The Beeches	3	2	0	5	60.0%
The Close	1	13	0	14	7.1%
Victoria Hall Gardens	1	17	0	18	5.6%
Wellfield Court	0	6	0	6	0.0%
Wellington Street	7	7	1	15	50.0%
West Crescent	2	2	1	5	50.0%
White Rock Court	0	1	0	1	0.0%
Wilmot Street	0	14	0	14	0.0%
Wolds Rise	2	23	0	25	8.0%
Woolley Road	8	17	0	25	32.0%
Wyvern Close	0	12	0	12	0.0%
<b>Total</b>	<b>140</b>	<b>577</b>	<b>4</b>	<b>721</b>	<b>-</b>

Table 2: Responses Received by Street (Entire Area)

4.5 Table 3 below summarises the results for the consultation area as a whole.

	Number of Returns
In favour of a residents' parking scheme (which includes permit charges)	140
Not in favour of a residents' parking scheme	577
Invalid Returns	4
<b>Total</b>	<b>721</b>
<b>Total of Valid Returns</b>	<b>717</b>

**Table 3:** Responses Received (Entire Area)

4.6 In total approximately 1800 consultation letters were delivered as part of this consultation exercise given a total return rate in the region of **40%**.

4.7 Table 4 below details the results of the consultation as a percentage. The results detailed in the table have been calculated following the removal of all identified invalid returns.

	%
In favour of a residents' parking scheme (which includes permit charges)	<b>19.5%</b>
Not in favour of a residents' parking scheme	<b>80.5%</b>

**Table 4:** Consultation Result (Entire Area)

4.8 As can be seen the percentage of households within the entire consultation area, whom returned a response, that are in favour of a chargeable 'residents parking only' scheme is **19.5%** of the returns received as part of this consultation exercise. This figure falls significantly below the 66.6% 'in favour' figure required for DCC to progress any proposals for a chargeable 'residents parking only' scheme to detailed consultation.

4.9 It is worth noting that a number of the streets with the highest 'in favour' percentage have a low return rate. The Beeches, with 60% of the returned responses in favour of a chargeable 'residents parking only' scheme but only 5 returns, is a good example of this. Such results should be used with caution as only a small change in the number of responses would have a significant impact on the percentage figure for the street.

4.10 Due to the size of the area covered by the consultation exercise concern has been raised (see Section 5 for comments received) that the total percentage result could be skewed. Of particular concern to a number of parties was the potential for the results to be influenced by a high number of 'not in favour' returns from those areas within the consultation area that currently do not experience an on-street parking problem at the cost of those areas that currently have high levels of on-street parking. The Cavendish and Megdale housing areas were highlighted as being of particular concern in this respect due to them being remote from the central area of Matlock.

4.11 Table 5 on the following page includes only streets that are within close proximity to Matlock town centre and the offices of DCC. It is expected that it will be these streets that are regularly affected by high levels of on-street parking during the working day.

Street Name	In Favour	Not In Favour	Invalid	Total	% In Favour
Bank Gardens	8	6	0	14	57.1%
Bank Road	6	5	0	11	54.5%
Cobden Road	2	3	0	5	40.0%
Edge Road	6	14	0	20	30.0%
Far Green	3	3	0	6	50.0%
Green Close	0	3	0	3	0.0%
Henry Avenue	2	6	0	8	25.0%
Hopewell Road	4	3	0	7	57.1%
Imperial Road	4	6	0	10	40.0%
Jackson Road	4	17	0	21	19.0%
John Street	1	5	0	6	16.7%
Lime Grove Avenue / Walk	7	7	1	15	50.0%
Malvern Gardens	0	2	0	2	0.0%
New Street	7	15	0	22	31.8%
Oak Road	1	2	0	3	33.3%
Pope Carr Road	0	2	0	2	0.0%
Rutland Avenue	3	6	0	9	33.3%
Rutland Gate Close	1	1	0	2	50.0%
Rutland Street	0	2	0	2	0.0%
Smedley Street (Middle)	3	11	0	14	21.4%
Smedley Street East	10	10	0	20	50.0%
St Joseph's Street	3	3	0	6	50.0%
Victoria Hall Gardens	1	17	0	18	5.6%
Wellfield Court	0	6	0	6	0.0%
Wellington Street	7	7	1	15	50.0%
Woolley Road	8	17	0	25	32.0%
<b>Total</b>	<b>91</b>	<b>179</b>	<b>2</b>	<b>272</b>	<b>-</b>

**Table 5:** Responses Received by Street (Reduced Area)

#### 4.12

Table 6 below summarises the results for the streets defined in Table 5.

	Number of Returns
In favour of a residents' parking scheme (which includes permit charges)	91
Not in favour of a residents' parking scheme	179
Invalid Returns	2
<b>Total</b>	<b>272</b>
<b>Total of Valid Returns</b>	<b>270</b>

**Table 6:** Responses Received (Reduced Area)

#### 4.13

Table 7 below details the results of the consultation as a percentage for the streets defined in Table 5. The results detailed in the table have been calculated following the removal of all identified invalid returns.

	%
In favour of a residents' parking scheme (which includes permit charges)	<b>33.7%</b>
Not in favour of a residents' parking scheme	<b>66.3%</b>

**Table 7:** Consultation Result (Reduced Area)

- 4.14** Of the households located on those streets detailed in Table 7, who returned a response, 33.7% are in favour of a chargeable 'residents parking only' scheme. Although this figure is higher than the figure for the entire consultation area it still falls well below the 66.6% 'in favour' figure required for DCC to progress any proposals for a chargeable 'residents parking only' scheme to detailed consultation.
- 4.15** Table 8 on the following page details the results of the responses on a street by street basis. The table has been ranked by percentage 'in favour' for ease of interpretation.
- 4.16** The streets highlighted in yellow on the following table are those that were identified as being streets that are within close proximity to Matlock town centre and the offices of DCC and as such the streets that would be expected to be regularly effected by high levels of on-street parking during the working day.
- 4.17** A marked-up plan is provided at **Appendix 2**, this plan shows the location of those streets for which responses have been received.



## 4.18

Table 8 below gives a break down of the responses received on a street by street basis for the consultation area, ranked by percentage 'in favour'.

Street Name	In Favour	Not In Favour	Invalid	Total	% In Favour
The Beeches	3	2	0	5	60.0%
Bank Gardens	8	6	0	14	57.1%
Hopewell Road	4	3	0	7	57.1%
Bank Road	6	5	0	11	54.5%
Dimple Crescent	1	1	0	2	50.0%
Far Green	3	3	0	6	50.0%
Heathfield	1	1	0	2	50.0%
Lime Grove Avenue / Walk	7	7	1	15	50.0%
Rutland Gate Close	1	1	0	2	50.0%
Smedley Street East	10	10	0	20	50.0%
St Joseph's Street	3	3	0	6	50.0%
Wellington Street	7	7	1	15	50.0%
West Crescent	2	2	1	5	50.0%
Cobden Road	2	3	0	5	40.0%
Imperial Road	4	6	0	10	40.0%
Amberdene	1	2	0	3	33.3%
Hurker Rise	1	2	0	3	33.3%
Oak Road	1	2	0	3	33.3%
Rockside Steps	1	2	0	3	33.3%
Rutland Avenue	3	6	0	9	33.3%
Woolley Road	8	17	0	25	32.0%
New Street	7	15	0	22	31.8%
Edge Road	6	14	0	20	30.0%
High Ridge	3	7	0	10	30.0%
Collingwood Crescent	1	3	0	4	25.0%
Henry Avenue	2	6	0	8	25.0%
Jackson Tor Road	3	9	0	12	25.0%
Malpas Road	2	6	0	8	25.0%
Smedley Street (Middle)	3	11	0	14	21.4%
George Road	1	4	0	5	20.0%
Jackson Road	4	17	0	21	19.0%
John Street	1	5	0	6	16.7%
Quarry Bank	1	5	0	6	16.7%
Cavendish Road	6	31	0	37	16.2%
Moorfield	2	11	0	13	15.4%
Dimple Road	3	17	1	21	15.0%
Smedley Street West	6	40	0	46	13.0%
Daysmill Close	1	7	0	8	12.5%
Rockside View	2	14	0	16	12.5%
Pinewood Road	1	8	0	9	11.1%
Crookstile	1	10	0	11	9.1%
Paxton Close	2	20	0	22	9.1%
Wolds Rise	2	23	0	25	8.0%
The Close	1	13	0	14	7.1%
Hurds Hollow	1	16	0	17	5.9%
Victoria Hall Gardens	1	17	0	18	5.6%
Acorn Ridge	0	10	0	10	0.0%
All Saints Road	0	3	0	3	0.0%
Bent Lane	0	4	0	4	0.0%
Bidston Close	0	6	0	6	0.0%
Dalesfield	0	4	0	4	0.0%
Drabbles Road	0	21	0	21	0.0%
Far Cross	0	5	0	5	0.0%
Green Close	0	3	0	3	0.0%
Malvern Gardens	0	2	0	2	0.0%
Megdale	0	34	0	34	0.0%
Old Hackney Lane	0	2	0	2	0.0%
Pope Carr Road	0	2	0	2	0.0%
Prospect Drive	0	15	0	15	0.0%
Rutland Street	0	2	0	2	0.0%
Sheriff Drive	0	4	0	4	0.0%
Sycamore Road	0	7	0	7	0.0%
Wellfield Court	0	6	0	6	0.0%
White Rock Court	0	1	0	1	0.0%
Wilmot Street	0	14	0	14	0.0%
Wyvern Close	0	12	0	12	0.0%
<b>Total</b>	<b>140</b>	<b>577</b>	<b>4</b>	<b>721</b>	<b>-</b>

**Table 8:** Responses Received by Street (Ranked by % "In Favour", Entire Area)

## 5 COMMENTS RECEIVED FROM RESPONDENTS

5.1 Table 9 below gives details of the general comments provided by respondents on a street by street basis.

Street Name	Comments
Smedley Street (East)	Too expensive. People would find parking problematic when visiting shops on the street. The proposed zone is too large - will not get a fair result.
Smedley Street (Middle)	Money making scheme. Too restrictive and costly for visitors (residents social lives will suffer). People would find parking problematic when visiting shops on the street. There should be a Park and Ride service between certain working hours.
Smedley Street (West)	Charging Visitors / Tradesmen is not necessary. Too expensive, and a parking place outside their house still isn't guaranteed. The proposed zone is too large - will not get a fair result. Visiting permits are far too expensive. There is no parking problem on this street/part of the street. The vast majority of the area covered has no problem with parking. Why should residents pay for the council's problem? It will enable emergency vehicles and lorries to access the street. It is very frustrating when you can't park on your own street.
Bank Road	Why should residents pay for the council's problem? Reduce fees in public car parks and encourage people to use them. It is impossible to park near house between 8:30am and 6pm. Council should encourage workers to use other forms of transport. Residents should have priority parking over commuters - the scheme is a good idea.
Wilmot Street	There is no parking problem on this street/part of the street. Too much trouble for workmen. People should have the freedom to visit people without being charged. Why should residents pay for the council's problem? County council should extend their car park facilities.
Rockside View	Why should residents pay for the council's problem? There should be a Park and Ride service between certain working hours. County council should extend their car park. Yellow lines should be put down in certain places. (Cavendish Road) Don't want to pay to park outside their own property. Parking on Cavendish road has got ridiculous - can't see what's coming and you can't get out of the way.
Rutland Avenue	Already pay enough tax. The County hall should sort out its own parking for its employees. Don't want to pay to park outside their own property. Couldn't pop in to see friends (old people will suffer as they can't walk far). It allows flexibility for residents wanting to park on the street. It's easy to 'police'.
Jackson Road	Lots of elderly people can't afford the extra cost. Is in favour of a parking scheme - but not one you have to pay for. Carers / Health workers should not be charged to visit the elderly. The same cars park on street every day without actually checking the county office car park. What happens with the 'Thorn Tree' pub because people park on the road to go there? Jackson Road is frequently blocked. The Council should provide more parking for its employees. The council should just put up signs 'residents only' - would save thousands of pounds. Individual streets need to be looked at as some are worse than others.
Pinewood Road	Having to pay for visitors permits is totally wrong. Seems like more of a money making scheme There is no parking problem on this street/part of the street.
Hurds Hollow	Don't want to pay to park outside their own property. A multi storey car park is needed. Money making scheme. There is no parking problem on this street/part of the street. County council should extend their car park upwards. There will be trouble with parents picking their children up from school.
Crookstile	Don't want to pay to park outside their own property. Money making scheme. There is no parking problem on this street/part of the street.
Paxton Close	The proposed zone is too large - will not get a fair result. Don't want to pay to park outside their own property. There is no parking problem on this street/part of the street. The council should just put up signs 'residents only' - would save thousands of pounds. Why should residents pay for the council's problem? There is no parking problem on this street/part of the street.

Edge Road	Don't want to pay to park outside their own property.
	There should be a Park and Ride service between certain working hours.
	Build additional storey on the existing county hall car park.
	The scheme should only be in place for those affected
Lime Grove Avenue/Walk	It will be too expensive for people with multiple cars.
	Don't want to pay to park outside their own property.
	There should be a limited number of permits per house.
	Other parking schemes around the county work very well.
Malpas Road	The people on Malpas Road police their own Cul-De-Sac - Could not be policed by Civil Enforcement Officers.
Jackson Tor Road	Don't want to pay to park outside their own property.
	Too expensive - will not be able to afford it.
New Street	There is no parking problem on this street/part of the street.
	The scheme still doesn't ensure that you have a place to park outside your own house.
	DCC should provide sufficient parking for their employees.
	Cannot afford to pay for permits for visitors to the house .
	There is no parking problem on this street/part of the street.
	A 2 hour free parking limit would be good to allow visitors to park without major restriction.
Victoria Hall Gardens	Don't want to pay to park outside their own property.
	DCC should provide sufficient parking for their employees.
	The proposed zone is too large - will not get a fair result.
	Not enough Information provided.
Wolds Rise	There is no parking problem on this street/part of the street.
	Having to pay for visitors permits is totally wrong.
	Don't want to pay to park outside their own property.
	There should be a Park and Ride service between certain working hours.
	The proposed zone is too large - will not get a fair result.
	Too much council tax is paid already - this is the council's problem.
Woolley Road	There should be a Park and Ride service between certain working hours.
	Don't want to pay to park outside their own property.
	The Council is just passing there problem to the local property holders.
	DCC should provide sufficient parking for their employees.
	There is no parking problem on this street/part of the street.
	Parking is a nightmare on some parts of Woolley Road - Sometimes struggle to get up and down it.
	If there is sufficient civil enforcement, it will work well.
Wellington Street	Town Centre parking should be free of charge - encourage people off the streets.
	Having to pay for visitors permits is totally wrong.
	Residents should have at least one free permit anyway with all the council tax they pay.
	Would be in favour if the permits were free of charge.
Megdale	Would like residents to be included in formal consultation.
	Money making scheme.
	The Scheme is not needed at all.
	The council should just put up signs 'residents only' - would save thousands of pounds.
	Social and Economic effects will be bad
	DCC should provide sufficient parking for their employees. (multi storey car park at the county offices)
Cavendish Road	There should be a Park and Ride service between certain working hours.
	There is no parking problem on this street/part of the street.
	Don't want to pay to park outside their own property.
	DCC should provide sufficient parking for their employees.
	More free parking in the town Centre is needed.
	There is no parking problem on this street/part of the street.
	Should be done in business hours only.
Dimple Road	Put yellow lines in areas of congestion.
	People from the county offices parking their cars on pavements is not acceptable.
	Don't want to pay to park outside their own property.
	Not enough Information Provided
	Would be in favour if the permits were free.
	Having to pay for visitors permits is totally wrong.
Drabbles Road	Money making scheme.
	Wouldn't mind paying if you got a designated space - but that's not the case.
	There is no parking problem on this street/part of the street.
	Having to pay for visitors permits is totally wrong.
	The proposed zone is too large - will not get a fair result.
	DCC should provide sufficient parking for their employees.
Acorn Ridge	Council should start a 'walk/ cycle to work' scheme.
	5 days in advance is beyond belief.
	There is no parking problem on this street/part of the street.
	Information is not very clear
Pope Carr Road	The Permits are far too expensive.
	There is no parking problem on this street/part of the street.
Oak Road	Don't want to pay to park outside their own property.
Dalesfield	Having to pay for visitors permits is totally wrong.
	Will cause more problems than it will solve.
	Not enough information on the letter.
	It is the Councils problem - not the residents.

Prospect Drive	The scheme has not been thought through.
	There is no parking problem on this street/part of the street.
	Don't want to pay to park outside their own property.
	Having to pay for visitors permits is totally wrong.
	Permits should be free.
	The proposed zone is too large - will not get a fair result.
Sycamore Road	More flatbed trucks should be used to take illegally/ inconsiderately parked cars away
	Free permits for residents would be much better.
The Close	There is no parking problem on this street/part of the street.
	The proposed zone is too large - will not get a fair result.
	There is no parking problem on this street/part of the street.
	It will have a big negative affect on local businesses.
	Don't want to pay to park outside their own property.
Wyvern Close	It is the Councils problem - not the residents.
	Don't want to pay to park outside their own property.
	Make public transport better
High Ridge	Money making scheme.
	Don't want to pay to park outside their own property.
	Having to pay for visitors permits is totally wrong.
Wellfield Court	There is no parking problem on this street/part of the street.
	Don't want to pay to park outside their own property.
	DCC should provide sufficient parking for their employees.
Bent Lane	There is no parking problem on this street/part of the street.
Sheriff Drive	There is no parking problem on this street/part of the street.
	Don't want to pay to park outside their own property.
	Having to pay for visitors permits is totally wrong.
West Crescent	-
The Beeches	Parked cars make getting down narrow streets very difficult.
	The scheme will be very welcomed as parking is making Matlock dangerous.
Rutland Street	-
Rockside Steps	Having to pay for visitors permits is totally wrong.
	The elderly will be most affected.
	DCC should provide sufficient parking for their employees.
	Devalue properties in Matlock
Moorfield	Double yellow lines are needed in certain areas - Cavendish Road (bottom of Wolds Rise)
	DCC should provide sufficient parking for their employees.
	There is no parking problem on this street/part of the street.
	The Parking has got much worse over the last 15 years in Matlock around Cavendish Road
Imperial Road	Ridiculous for people dropping children off at school.
	Money making scheme. (Prices are far too high)
	DCC should provide sufficient parking for their employees.
	Passing parked vehicles is very unsafe in certain locations
	Should provide free parking in less popular car parks to encourage county hall workers to park there
Bank Gardens	Don't want to pay to park outside their own property.
	DCC should provide sufficient parking for their employees. (multi storey car park at the county offices)
	Permits are far too expensive
Collingwood Crescent	Permits are far too expensive
	Don't want to pay to park outside their own property.
	It is the Councils problem - not the residents.
Far Cross	DCC should provide sufficient parking for their employees.
	Don't want to pay to park outside their own property.
	The permit should be free
Far Green	DCC should provide sufficient parking for their employees.
Henry Avenue	DCC should provide sufficient parking for their employees.
	The way the letter has been worded makes the result a foregone conclusion
	Don't want to pay to park outside their own property.
	The permits should be free
	People struggle to sell their houses because of Matlocks parking problem
Bidston Close	The permits are too expensive - already pay enough tax
	Parking time limits will be much more effective
	Over the top for a small rural town
Daysmill Close	The proposed zone is too large - will not get a fair result.
	Having to pay for visitors permits is totally wrong.
	There is no parking problem on this street/part of the street.
	DCC should provide sufficient parking for their employees.
Malvern Gardens	Don't want to pay to park outside their own property.
	Time restrictions would be more effective
Hopewell Road	Where will DCC workers park after the scheme is enforced?
	The permit should guarantee you a place on your street.
	Permits are far too expensive
	Where will DCC workers park after the scheme is enforced?
John Street	Don't want to pay to park outside their own property.
	The permit should guarantee you a place on your street.
	Having to pay for visitors permits is totally wrong.
	It will cause more harm than good.
Green Close	

	Don't want to pay to park outside their own property.
Hurker Rise	There is no parking problem on this street/part of the street.
	Money making scheme.
Amberdene	Emergency vehicles struggle getting down Amberdene
	Yellow lines were tarmaced over and weren't repainted - need them back.
	Don't want to pay to park outside their own property.
	The permit should guarantee you a place on your street.
Cobden Road	Make public car parks cheaper and encourage council workers to park there
	DCC should provide sufficient parking for their employees.
	Dcc should be encouraging car sharing and cycling/ walking to work
St Joseph's Street	The letter is too vague
	Having to pay for visitors permits is totally wrong.
	The visitor permits will need to be readily available
	The costs must be kept to a minimum in the future
Heathfield	-
George Road	The permits are too expensive
	Will be a hassle to get visitors permits
Dimple Crescent	-
Quarry Bank	If the existing parking restrictions were enforced there would be no problem.
	Having to pay for visitors permits is totally wrong.
	The proposed zone is too large - will not get a fair result.
All Saints Road	-
Rutland Gate Close	Visitor permits won't work - what if some people turn up unexpected?
Old Hackney Lane	The letter is too vague
	It will be impossible to implement for people living next to schools.
White Rock Court	There is no parking problem on this street/part of the street.

Table 9 – General Comments Received

## APPENDIX 1: SAMPLE CONSULTATION LETTER



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United Kingdom  
Tel: +44 (0) 1246 209221  
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[www.ursglobal.com](http://www.ursglobal.com)

The Occupier

Our Reference: 47070847/MatlockParking/06-14

**RESIDENTS' PARKING CONSULTATION**

Your Reference: -

Date: SAMPLE

Dear Sir/Madam,

**Matlock, Residents' Parking Scheme – Consultation Questionnaire**

URS is acting as an external consultant on behalf of Derbyshire County Council in respect of this consultation process. The County Council has received a number of requests from residents in Matlock asking for a residents' parking scheme to be introduced to prevent commuters parking on residential streets. A plan is attached showing the area covered by the consultation.

The purpose of this consultation is to establish whether you would wish to be part of a residents' parking scheme. Please take the time to fill in and return the attached questionnaire form as it is important that we get the views of as many affected residents as possible at this early stage of the consultation process. A pre-paid envelope is attached so you don't need a stamp. If two thirds of the responses received are in favour of a residents' parking scheme, the County Council will progress with formal consultation. If the level of support is less than two thirds of the responses received, a residents' parking scheme will not be pursued. If you wish to make comments there is a section on the questionnaire form which can be used.

Due to the costs involved with managing residents' parking schemes any parking permits issued would be chargeable. The charges would be the same as those in place for schemes elsewhere within the County. **If you are in favour of residents' parking, but do not want to pay the permit charges, your response will be counted as being against the scheme.**

**Please ensure that the questionnaire form is returned by SAMPLE.**

**Common resident parking scheme questions & answers**

Below are the answers to some commonly asked questions regarding residents' parking schemes.

**What are the permit charges?**

*The charges for parking permits are currently as follows.*

- (i) Residents' Permits are £35.00 per annum for the first vehicle in a property.*
- (ii) Second or subsequent Residents' Permits for vehicles in a property are £50.00 per annum.*
- (iii) Business Permits are £70.00 per annum.*
- (iv) All Day Visitor Permits - £3.00. Annual Visitor Permits may be available.*
- (vi) Disabled Residents – No charge (subject to mobility assessment by Area Social Services).*
- (vii) Registered Charities will receive two free visitor permits.*

**Will the costs increase?**

*The charges for permits may increase in the future.*

**Will I have a guaranteed parking space?**

*A residents' parking scheme will not provide you with a guaranteed parking space outside your property or on your street, it will prohibit parking by people who do not have a parking permit.*

**How will existing Disabled Bays be managed?**

*Existing disabled bays will remain available for the resident that they were provided for.*

**Do essential visitors i.e. health visitors, require a permit?**

*Yes. Residents will be able to buy visitor permits for visitors.*

**Will existing limited waiting restrictions be removed?**

*Existing restrictions will be reviewed, and may be extended, reduced or removed. Permit holders are able to park in these bays for an unlimited amount of time.*

**Will I be able to park on any street?**

*Permit holders will only be able to park within the area that their permit allows, this may be a zoned area consisting of several streets.*

**Can I park across my driveway without a permit?**

*No, parking within the controlled zone will require a permit, unless in a limited waiting bay.*

**How will the scheme be enforced?**

*Civil Enforcement Officers will enforce the scheme.*

**Will the number of parking spaces be reduced?**

*Locations such as junctions and narrow roads will not be provided with parking bays and it is therefore possible that the actual number of parking spaces may be reduced on certain streets.*

If you have any other questions please contact call URS on 01246 244 820, this number will be available from the 30<sup>th</sup> June 2014, between the hours of 10.00 to 16.00. If you call outside these times please leave your name and number and a member of staff will call you back.

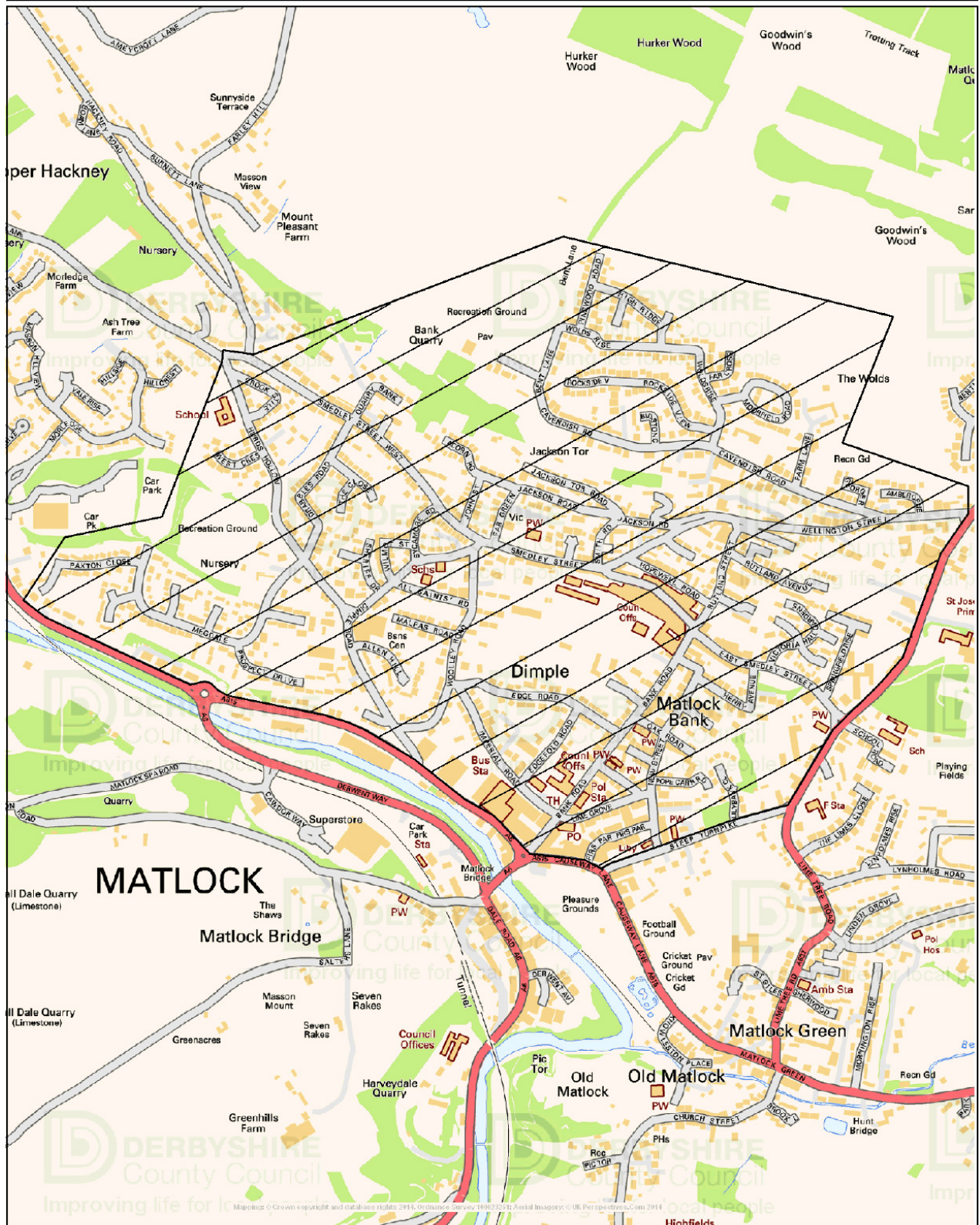
Yours faithfully

**URS Infrastructure & Environment UK Limited  
on behalf of Derbyshire County Council.**



Title

# MATLOCK. PROPOSED AREA FOR A RESIDENT PARKING SCHEME





**MATLOCK RESIDENTS' PARKING QUESTIONNAIRE**

Please tick to indicate your preference.

I am in favour of a residents' parking scheme (which includes permit charges)

☐

I am not in favour of a residents' parking scheme

☐

Comments;

.....

.....

.....

.....

.....

.....

.....

**PLEASE ENSURE ALL THE BELOW INFORMATION IS PROVIDED – FAILURE TO PROVIDE THIS INFORMATION WILL RESULT IN YOU RESPONSE NOT BEING REGISTERED.**

Property Type

Residential Dwelling

☐

Business Property

☐

Name ; .....

Address ; .....

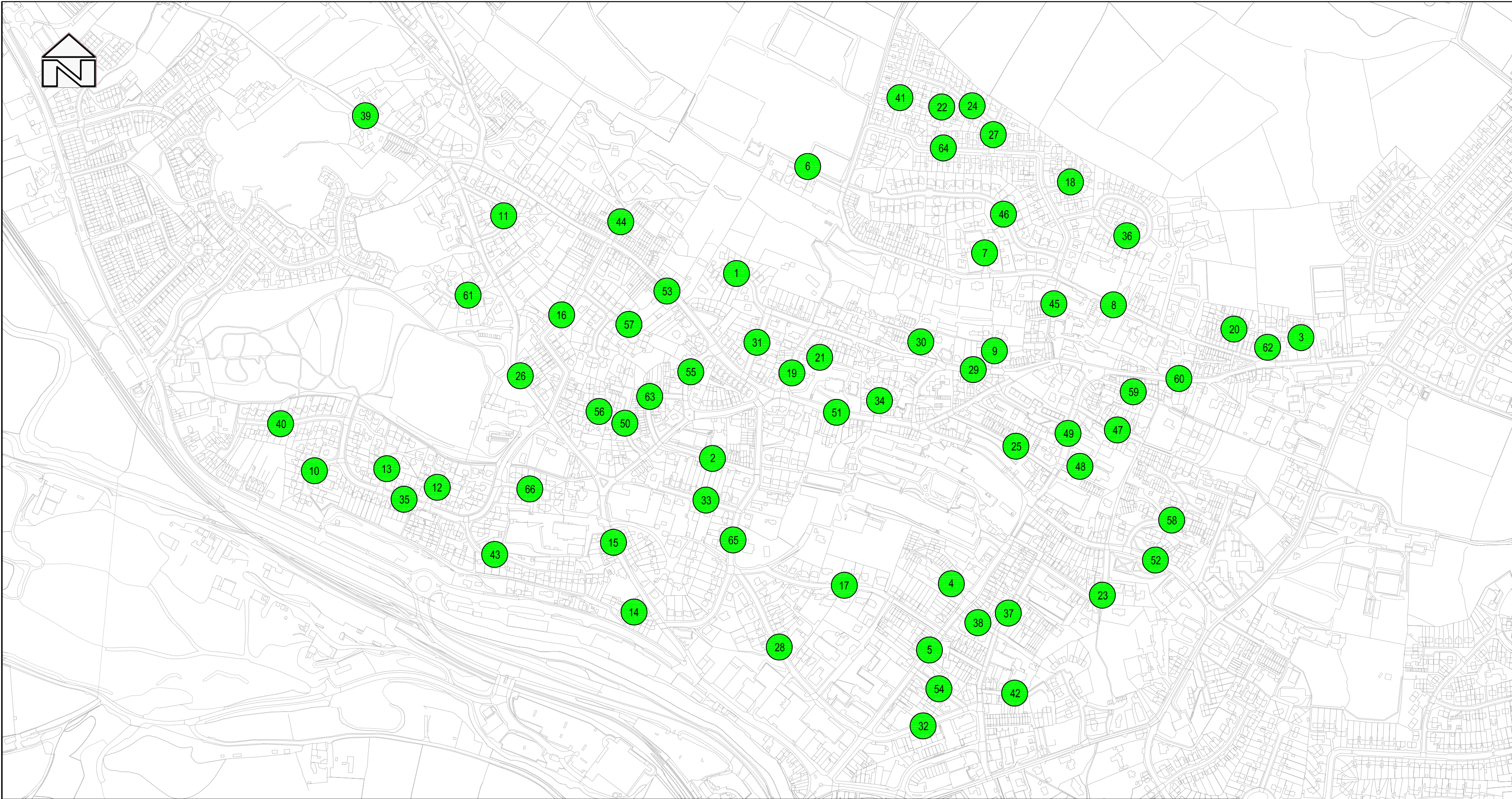
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.....

**Please return by SAMPLE**

## APPENDIX 2: RESPONDING STREETS LOCATION PLAN





Reference No.	Street Name	In Favour	Not In Favour	Invalid	Total	% In Favour
1	Acom Ridge	0	10	0	10	0.0%
2	All Saints Road	0	3	0	3	0.0%
3	Amberdene	1	2	0	3	33.3%
4	Bank Gardens	8	6	0	14	57.1%
5	Bank Road	6	5	0	11	54.5%
6	Bent Lane	0	4	0	4	0.0%
7	Bidston Close	0	6	0	6	0.0%
8	Cavendish Road	6	31	0	37	16.2%
9	Cobden Road	2	3	0	5	40.0%
10	Collingwood Crescent	1	3	0	4	25.0%
11	Crookstile	1	10	0	11	9.1%
12	Dalesfield	0	4	0	4	0.0%
13	Daysmill Close	1	7	0	8	12.5%
14	Dimple Crescent	1	1	0	2	50.0%
15	Dimple Road	3	17	1	21	15.0%
16	Drabbles Road	0	21	0	21	0.0%
17	Edge Road	6	14	0	20	30.0%
18	Far Cross	0	5	0	5	0.0%
19	Far Green	3	3	0	6	50.0%
20	George Road	1	4	0	5	20.0%
21	Green Close	0	3	0	3	0.0%
22	Heathfield	1	1	0	2	50.0%
23	Henry Avenue	2	6	0	8	25.0%
24	High Ridge	3	7	0	10	30.0%
25	Hopewell Road	4	3	0	7	57.1%
26	Hurds Hollow	1	16	0	17	5.9%
27	Hurker Rise	1	2	0	3	33.3%
28	Imperial Road	4	6	0	10	40.0%
29	Jackson Road	4	17	0	21	19.0%
30	Jackson Tor Road	3	9	0	12	25.0%
31	John Street	1	5	0	6	16.7%
32	Lime Grove Avenue / Walk	7	7	1	15	50.0%
33	Malpas Road	2	6	0	8	25.0%

Reference No.	Street Name	In Favour	Not In Favour	Invalid	Total	% In Favour
34	Malvern Gardens	0	2	0	2	0.0%
35	Megdale	0	34	0	34	0.0%
36	Moorfield	2	11	0	13	15.4%
37	New Street	7	15	0	22	31.8%
38	Oak Road	1	2	0	3	33.3%
39	Old Hackney Lane	0	2	0	2	0.0%
40	Paxton Close	2	20	0	22	9.1%
41	Pinewood Road	1	8	0	9	11.1%
42	Pope Carr Road	0	2	0	2	0.0%
43	Prospect Drive	0	15	0	15	0.0%
44	Quarry Bank	1	5	0	6	16.7%
45	Rockside Steps	1	2	0	3	33.3%
46	Rockside View	2	14	0	16	12.5%
47	Rutland Avenue	3	6	0	9	33.3%
48	Rutland Gate Close	1	1	0	2	50.0%
49	Rutland Street	0	2	0	2	0.0%
50	Sheriff Drive	0	4	0	4	0.0%
51	Smedley Street (Middle)	3	11	0	14	21.4%
52	Smedley Street East	10	10	0	20	50.0%
53	Smedley Street West	6	40	0	46	13.0%
54	St Joseph's Street	3	3	0	6	50.0%
55	Sycamore Road	0	7	0	7	0.0%
56	The Beeches	3	2	0	5	60.0%
57	The Close	1	13	0	14	7.1%
58	Victoria Hall Gardens	1	17	0	18	5.6%
59	Wellfield Court	0	6	0	6	0.0%
60	Wellington Street	7	7	1	15	50.0%
61	West Crescent	2	2	1	5	50.0%
62	White Rock Court	0	1	0	1	0.0%
63	Wilmot Steet	0	14	0	14	0.0%
64	Wolds Rise	2	23	0	25	8.0%
65	Woolley Road	8	17	0	25	32.0%
66	Wyvern Close	0	12	0	12	0.0%

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Revision Details

By

Check

Date

Suffix

Purpose of issue

FOR INFORMATION

Client

DERBYSHIRE COUNTY COUNCIL

Project Title

MATLOCK PARKING  
CONSULTATION

Drawing Title

CONSULTATION AREA

Designed

JKS

Drawn

JKS

Checked

CB

Approved

CB

Date

20-08-2014

URS Internal Project No.

P856087

Suitability

N/A

Scale @ A2

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Zone

N/A

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