

**DERBYSHIRE COUNTY COUNCIL**

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

**22 October 2013**

Report of the Acting Strategic Director – Environmental Services

**PROPOSED “NO WAITING AT ANY TIME” RESTRICTION  
(DOUBLE YELLOW LINES) – HIGH VIEW ROAD, SOUTH  
NORMANTON**

(1) **Purpose of the Report** To inform the Cabinet Member of the results of a consultation and public advertisement of proposals to introduce waiting restrictions on High View Road, South Normanton.

(2) **Information and Analysis** High View Road is a semi-circular road, 1,200 metres in length, running through the Langham Park Industrial Estate, which has two junctions with Berristow Lane some 500 metres apart. The development on both sides of the road is exclusively commercial, ranging from medium size units within one larger site to large industrial companies spread over several sites. As the various companies have expanded their operations and taken on more employees than for which parking can be accommodated on-site, a culture of on-street parking has grown which can adversely affect the free passage of traffic which comprises a high percentage of HGVs.

Articulated lorry trailers are also left unattended on the carriageway, although this tends to be associated more with the north-westerly end of the road where there is less demand for car parking.

Lorry drivers regularly park overnight in order to sleep in their cabs resulting in some instances of associated litter and disposal of unhygienic waste.

Currently, no part of the road is subject to legal waiting restrictions although some companies are placing cones out in an attempt to keep their accesses clear for the larger HGVs to manoeuvre safely.

Requests have been received to formalise the need to keep entrances clear and to alleviate the potential for conflicts to occur where parking takes place on opposite sides of the road and reduces the width to a single lane.

## **Public**

### **Local Member Comments**

Councillor Moesby has been consulted and has no objection in principle to the proposed waiting restrictions as safe access and egress, particularly for the large Heavy Goods Vehicles using this Industrial Estate, is required. He does have a concern about whether the proposed waiting restrictions will push the current vehicular parking on High View Road out onto Berristow Lane as this road takes a high level of Heavy Goods traffic as well. He feels it may be appropriate for the County Council to contact the various businesses operating within High View Road, requesting them to look at their arrangements with regard to employee and visitor parking within the curtilage of their respective premises. The potential displacement parking is also something officers within the Traffic and Safety team could monitor for a period of time, once the waiting restrictions had been implemented on High View Road.

### **Officer Comments**

During the preliminary consultation period, seven letters were received, which can be summarised as follows:

- An objection from an employee of Alliance Healthcare who relies on parking on the road. The objector felt that drivers could cause more disruption whilst vying for the reduced parking availability or could start parking on Berristow Lane as an alternative. They also made a suggestion that the road be made one-way.
- Four companies wrote in favour of the restrictions, some even suggesting that the proposals did not go far enough. Two felt it would help prevent footway parking and two suggested the introduction of a one-way system.
- An anonymous writer did not mention the proposed restriction but suggested the road be made one-way.
- The Police, whilst not specifically voicing an objection, nonetheless expressed misgivings about the extent of the proposed restrictions and felt this could lead to enforcement issues.

The County Council appreciates that there is a high demand for on-street parking at this location but must also be aware that wherever on-street parking takes place, this should not cause a danger or obstruction to highway users. The Highway Code recommends that parking should not take place opposite or within 10m of a junction and this might also be said to be true of the business accesses.

Taking the above comments into account, the proposed lengths were reviewed and, in part, reduced slightly. The revised proposals were advertised in the local paper and by Notice on site from 30 May to 28 June 2013. For details of the revision see Drawing No. NTA/SM/200/12(2) attached as Appendix 1. A copy of the Notice is attached as Appendix 2.

## Public

In response to the Public Consultation, 13 further objections were received and one complaint about overnight parking and its associated waste problem. One person was in favour of the proposal. The comments are summarised as follows:

- One objection came from an employee of Alliance Healthcare who relies on parking on the road and is not able to find suitable public transport connections. A suggestion was also made to make the road one-way.
- One objector felt that parking would be displaced onto Berristow Lane and suggested a better option would be to introduce a one-way system on High View Road.
- A total of 11 copies of the same letter were received from employees of the same company which stated that there is insufficient space in the company car park so they have no option but to park on the road. They work a shift which starts at 11pm and finishes at 1am, making access to parked vehicles of great significance, especially to women returning to their cars in the dark.

The introduction of one-way traffic would appear to be favoured by many of the respondents and would allow for free passage of vehicles and parking to take place simultaneously. Over such a long stretch, however, for safety reasons, there would need to be considerable financial outlay in order to introduce engineering measures in the form of physical features which would give all vehicles no alternative but to follow the one-way flow. Such a scheme would also necessitate complete agreement on compliance by all of the fronting businesses.

(3) **Financial Considerations** The cost of implementing the proposed Order is approximately £2,500 and can be met from the Traffic Management 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

## Public

- 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 of the 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 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 for 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.

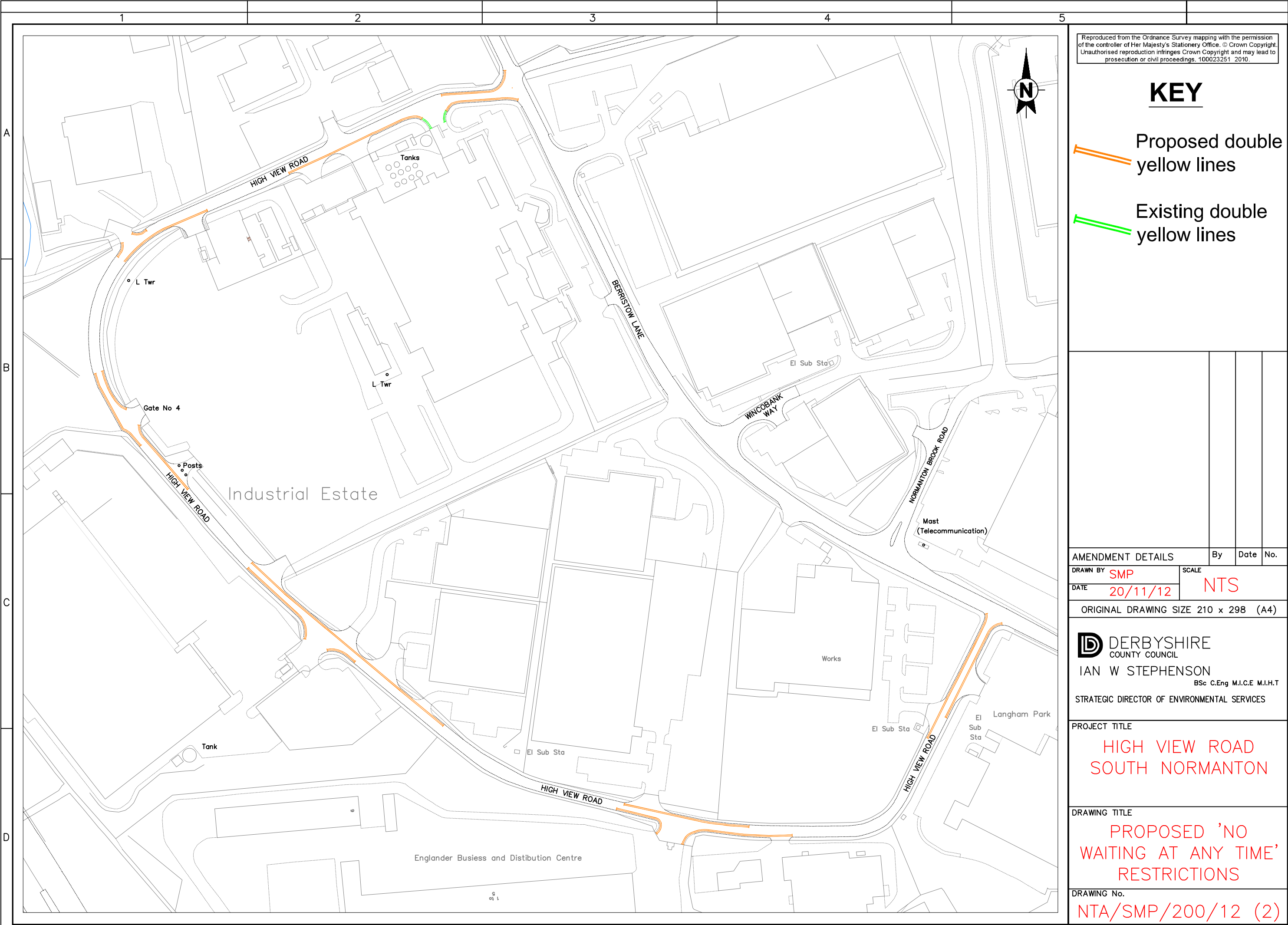
(7) **Background Papers** Held on file 44XT in Environmental Services. Officer contact details – Sue Pollard, extension 38634.

**Public**

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

- 8.1    The County Council proceeds with the introduction of the 'No Waiting at Any Time' restriction (double yellow lines), as detailed on drawing number NTA/SM/200/12(2) (Appendix 1) and as the advertisement for the Traffic Regulation Order, as detailed in Appendix 2.
- 8.2    The local Member and objector be advised accordingly.

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



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KEY

- Proposed double yellow lines
- Existing double yellow lines

AMENDMENT DETAILS		By	Date	No.
DRAWN BY	SMP			
DATE	20/11/12			

SCALE	
NTS	

ORIGINAL DRAWING SIZE 210 x 298 (A4)

**DERBYSHIRE**  
COUNTY COUNCIL  
IAN W STEPHENSON  
BSc C.Eng M.I.C.E M.I.H.T  
STRATEGIC DIRECTOR OF ENVIRONMENTAL SERVICES

PROJECT TITLE  
**HIGH VIEW ROAD  
SOUTH NORMANTON**

DRAWING TITLE  
**PROPOSED 'NO  
WAITING AT ANY TIME'  
RESTRICTIONS**

DRAWING No.  
**NTA/SMP/200/12 (2)**

**THE DERBYSHIRE COUNTY COUNCIL**  
**(HIGH VIEW ROAD, SOUTH NORMANTON)**  
**(PROHIBITION OF WAITING) ORDER 2013**

Derbyshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 to prohibit waiting by vehicles (except those delivering or collecting goods or loading and unloading) on the following lengths of road:-

**PROPOSED NO WAITING AT ANY TIME**

**High View Road, South Normanton**

**(northern part)**

South and east side-From its most northerly junction with Berristow Lane in a south westerly then south easterly direction for a distance of 698 metres.

North side-From its most northerly junction with Berristow Lane in a westerly direction for a distance of 49 metres.

North west side-From a point 266 metres south west of its most northerly junction with Berristow Lane in a south westerly direction for a distance of 30 metres.

West side-From a point 376 metres south west of its most northerly junction with Berristow Lane in a southerly direction for a distance of 58 metres.

South west side-From a point 544 metres south west of its most northerly junction with Berristow Lane in a south easterly direction for a distance of 96 metres.

**(Southern part)**

North west side-From its most southerly junction with Berristow Lane in a south westerly direction for a distance of 92 metres.

North west side-From a point 134 metres south west of its most southerly junction with Berristow Lane in a south westerly then westerly direction for a distance of 46 metres.

North side-From a point 242 metres south west of its most southerly junction with Berristow Lane in a westerly direction for a distance of 85 metres.

South east side-From its most southerly junction with Berristow Lane in a south westerly direction for a distance of 74 metres.

South side-From a point 224 metres south west of its most southerly junction with Berristow Lane in a westerly direction for a distance of 120 metres.

Exemptions will be made for vehicles used in connection with any building operation or demolition; removal of any obstruction to traffic; carrying out of statutory powers or duties taking in petrol etc, from any garage situated within the lengths of road; or as part of a funeral or wedding cortege. The usual exemptions for disabled persons' vehicles displaying a valid disabled person's badge will also apply.

A copy of the Order and documents giving more detailed particulars of the Order are available for inspection at the offices of the Derbyshire County Council, Main Reception, County Hall, Matlock between 9am and 5pm, Monday to Friday until 6 weeks after the Order is made, and at South Normanton Library, New Street, South Normanton, Monday and Wednesday 9am to 1pm, Tuesday 9am to 6pm, Thursday and Friday 9am to 5pm and Saturday 9.30am to 12.30pm until 28 June 2013.

All objections and other representations to the proposal must be made in writing and all objections must state the grounds on which they are made and be sent to the Strategic Director – Environmental Services, Derbyshire County Council, County Hall, Matlock DE4 3AG (For Attention of North Traffic Team) by 21 June 2013.

Dated: 30 May 2013.

Ian Stephenson, Strategic Director - Environmental Services Department, Derbyshire County Council, County Hall, Matlock DE4 3AG.