

Agenda Item No. 4(d)

**DERBYSHIRE COUNTY COUNCIL**

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND  
INFRASTRUCTURE**

**23 December 2014**

Report of the Strategic Director – Economy, Transport and Environment

**OBJECTIONS TO THE PROPOSED AMENDMENTS FOR WAITING  
RESTRICTIONS – VARIOUS STREETS, BRAMPTON, CHESTERFIELD**

(1) **Purpose of Report** To inform the Cabinet Member of objections to the proposals to make alterations to the waiting restrictions on the A619 Chatsworth Road and a number of adjacent streets in Brampton, Chesterfield, and to recommend changes following the consideration of the feedback received.

(2) **Information and Analysis**

**Background**

Prior to the formal consultation of the proposed Traffic Regulation Order (TRO) for the A619 Chatsworth Road, officers from the Traffic and Safety Team met on-street with local business representatives and elected Members from Derbyshire County Council and Chesterfield Borough Council respectively, to discuss their concerns pertaining to the levels of and turnover of parked vehicles along Chatsworth Road.

Following on from the preliminary consultation, officers received representation from bus operators to carry out improvements to the bus stops along the A619 Chatsworth Road corridor. Therefore, officers amalgamated the bus stop improvements into the changes to parking restrictions and carried out a notification exercise on these, and the proposed changes to those affected frontages.

**Site Details**

The A619 Chatsworth Road is a busy arterial route through Chesterfield and forms part of the designated high load route through the town, in addition to providing important highway network links to the M1 Motorway and the A61 to outlying areas such as Sheffield, Stockport and Manchester.

The proposed scheme of works takes in the A619 Chatsworth Road, from its junction with West Bars Roundabout, through to just past its junction with

Church View (see Appendix C), incorporating its various side roads along the route where it was felt changes were necessary.

### **Officer Comment**

The proposed alterations to the waiting restrictions for Chatsworth Road were formally advertised from 6 to 27 February 2014. During this advertisement period, the Authority received 17 objections to elements of the proposal, and received a further 10 objections to the relocation of a bus stop outside St Thomas' Church as part of the scheme. Within the objections received, a number of issues were raised, some of which were repeated concerns, therefore the objections have been summarised collectively with officer comments for both the parking restrictions and the bus stop relocation in Appendix A and Appendix B respectively.

During the consultation process, a consistent theme received from the businesses was that the current time limit of 'no return within 4 hours', which applied to all of the limited waiting bays along Chatsworth Road, was unreasonable. In addition, the current 'no return within 4 hours' can create difficulties with the routine patrols walked by the enforcement officers. Therefore, it is proposed to reduce all of the limited waiting bays along Chatsworth Road and its affected side roads down to a 'no return within 2 hours' to address these two fold concerns.

An element of the objections received related to a section of limited waiting between West Bars Roundabout and Chester Street junction. It was alleged, to officers and the Local Member, that the current two hour stay was providing sufficient time for motorists to park and access the shops, and facilities within Chesterfield Town Centre, at the detriment to the fronting businesses ability to accept passing trade on Chatsworth Road. During extensive site observations by officers and in attendance with the Local Member, it was apparent that this parking behaviour was taking place.

Another theme that came out of the objections received, related to the proposed limited waiting times which had been advertised and how this had a specific impact on individual businesses and the services they offered. Unfortunately, due to the diverse nature of the various businesses requirements, it is not possible for the Highway Authority to meet all of these individual requirements but to try to strike a sensible balance for all concerned.

A secondary element of the objections received related to the relocation of the existing bus stop with shelter provision from outside No. 477-485 Chatsworth Road to a position adjacent to the junction with Church View, outside St Thomas' Church. All of these objections have raised similar issues which have been addressed through Officer Comments in Appendix B.

The existing shelter will need to be replaced if relocated, and one objection requested whether a different type of bus shelter could be provided for aesthetic reasons if it has to be installed outside the Church grounds. Unfortunately, installing a bespoke or ornate shelter has financial implications on both Derbyshire County Council and Chesterfield Borough Council, and only a new, standard replacement shelter can therefore be provided.

With new bus shelters, the current process is for the County Council to 50% match fund the cost of purchasing a new shelter in partnership with the Borough or District Council and then the Borough or District Council takes on its future maintenance liability. The shelter outside No.477-485 Chatsworth Road is currently owned by Chesterfield Borough Council and it has asked the County Council to 50/50 match fund the cost of a new shelter. Match-funding is available from County Council resources and the Borough Council will undertake the shelter's future maintenance.

Within the legal processes for TRO, it makes provision for minor modifications that can be made to a previously advertised Order, prior to that Order being made (sealed). However, due to the extensive changes that would be required to the proposed order, there would be a legal requirement to re-advertise the proposals along Chatsworth Road and its subsequent side roads. It would be possible to make the advertised proposals in part and re-advertise the sections where representations have been made during the formal consultation stage. However, due to the number and complexities of the objections received, it would inevitably result in only a few sections of the current proposals being implemented, whilst the remainder would have to be re-advertised. Officers therefore believe that the most appropriate course of action is to re-advertise the TRO to reflect the changes following the previous comments received during the formal consultation period in February 2014, as per Appendix D.

### **Local Member Comment**

Due to the length of the scheme proposed for the A619 Chatsworth Road, it encroaches into two electoral divisions; Boythorpe and Brampton South and Walton and West. Verbal comments of support were provided at the initial on-street walkabout by Councillor Morgan, the Member for Walton and West. In respect of the Local Member for Boythorpe and Brampton South, Councillor Mihaly, gave his support to the proposals but with some alterations to address the various needs of the business users operating along its length. Councillor Mihaly intends to contact the owners of the Matalan site with a view to whether they may consider an increase in their currently enforced maximum 1 hour stay up to 1.5 hours stay to achieve a longer stay for those using the nearby facilities on Chatsworth Road, as a gesture to local businesses and help address their demands for parking.

Following on from the local representation he has received the Local Member undertook an on-street walk through with officers and actively engaged with the local business owners to ascertain their thoughts on the advertised proposals which were advertised in February 2014, and to assist in finding a resolution to the conflicting demands for on-street parking. Further to the on-site walkabout, the Local Member sought the comments of the Cabinet Member for Jobs, Economy and Transport who was fully supportive of the changes being promoted to Chatsworth Road and its adjoining streets.

(3) **Financial Considerations** The cost of the provision of a TRO, and the associated bus stop improvements and carriageway markings is estimated to be approximately £15,000. This work forms part of the approved Local Transport Plan scheme for TRO works in the 2014/15 Capital Programme of Works.

(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 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 and 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 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.

### **Other Considerations**

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 within the Economy, Transport and Environment Department (Traffic and Safety Team). Officer contact details – Richard Handbury, extension 38569.

(8) **OFFICER RECOMMENDATIONS** That:

- 8.1 The amended Traffic Regulation Order proposals be re-advertised, as shown in Appendix D, incorporating the necessary changes following the representations the Authority has received.
- 8.2 Prior to the proposals being formally re-advertised, all affected frontages be provided with a copy of the proposed changes to comment upon during a four week window.
- 8.3 The proposed changes associated with the bus stop improvements along the A619 corridor, specifically to the stop outside St Thomas' Church, be introduced as per the County Council's proposals.
- 8.4 The Local Members be informed of the decision.

- 8.5 The objectors to the proposed Traffic Regulation Order changes be informed of the decision to re-advertise the proposals with the necessary amendments.
- 8.6 The objectors to the proposed bus stop relocation outside St Thomas' Church be informed of the decision.

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

## Appendix A – Objections to the Traffic Regulation Order

Objector	Objection	Officer comment
<b>A</b>	<p>Generally supports the scheme of works being promoted. Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.</p> <p>Concerns were expressed regarding the removal of a section of single yellow line with double yellow lines and the impact it will have on some residential properties with limited off-road parking.</p> <p>Requested consistency in the no return element of the limited waiting down from 4 hours to 2 hours along the entire road.</p> <p>Would like to see Factory Street limited waiting maintained along its entire length.</p> <p>Surprised that the limited waiting restrictions have not been promoted to cover the sheltered area of parking in front of St Thomas's Church due to all day commuter parking.</p>	<p>In view of receiving a consistent theme of comments on this element of the scheme, the Authority has, where practicable, accommodated a mixture of both 1 hour and 2 hours limited waiting to meet the differing needs of the businesses operating here. Whilst it is accepted that the change from Single Yellow to Double Yellow lines will remove the ability to park outside of the restricted times, the road width is not conducive to allow this safely to occur. As part of the scheme, the no return element of the limited waiting is to be reduced down to 2 hours from the current 4 hours that is in operation. It was felt from on-street observations and the distance of the limited waiting at the bottom of Factory Street that it would be better left un-restricted as potential overspill for the various local amenities.</p>
<b>B</b>	<p>Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.</p>	<p>The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.</p>
<b>C</b>	<p>Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.</p>	<p>The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.</p>

<b>D</b>	Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.	The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.
<b>E</b>	Request for the limited waiting to remain 1 hour as opposed to being the proposed 2 hours as this will affect the nature of their business.	The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.
<b>F</b>	Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.	The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.
<b>G</b>	Request for the limited waiting to remain 1 hour as opposed to being the proposed 2 hours as this will affect the nature of their business.	The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.
<b>H</b>	Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.	The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.



<b>I</b>	Wishes to log objection if the limited waiting scheme is designed to compel motorists to use the chargeable car parking facilities within the Town Centre to increase revenue income to the respective authorities.	The scheme is not designed to compel motorists to use the pay and display car parks within the Town Centre, it is designed to increase the turnover of parking associated with all the businesses which operate along Chatsworth Road.
<b>J</b>	Wishes to object to the proposed change of the existing Single Yellow Line restricted waiting to Double Yellow Line prohibition of waiting on Chatsworth Road due to the pressures for residential parking which is required.	Whilst it is accepted that the change from Single Yellow to Double Yellow lines will remove the ability to park outside of the restricted times, the road width is not conducive to allow this safely to occur.
<b>K</b>	Wishes to support the local businesses in maintaining the 2 hours limited waiting where it is required as part of their business function and a possible reduction in the proposed length of Double Yellow lines outside No.171 to 193.	This affected area of Chatsworth Road is to maintain its 2 hours limited waiting but will still have the no return element reduced from 4 hours down to 2 hours for consistency along the length of the road. The intention is to also reduce the amount of double yellow lines and maintain the provision of an additional limited waiting bay for parking turnover.
<b>L</b>	Concerns over the reduction in the limited waiting time of 2 hours down to 1 hour in some locations as it will impact on the functionality of some businesses and the services they offer.	The County Council is aware of the differing needs of the businesses which operate along Chatsworth Road and have therefore reviewed the proposals and decided upon a mixture of both 1 hour and 2 hour limited waiting bays but with a consistent theme of no return in 2 hours.
<b>M</b>	Wishes to support the local businesses in maintaining the 2 hours limited waiting where it is required as part of their business function and a possible reduction in the proposed length of Double Yellow lines outside No.171 to 193.	This affected area of Chatsworth Road is to maintain its 2 hours limited waiting but will still have the no return element reduced from 4 hours down to 2 hours for consistency along the length of the road. The intention is to also reduce the amount of double yellow lines and maintain the provision of an additional limited waiting bay for parking turnover.

N	Wishes to support the local businesses in maintaining the 2 hours limited waiting where it is required as part of their business function and a possible reduction in the proposed length of Double Yellow lines outside No.171 to 193.	This affected area of Chatsworth Road is to maintain its 2 hours limited waiting but will still have the no return element reduced from 4 hours down to 2 hours for consistency along the length of the road. The intention is to also reduce the amount of double yellow lines and maintain the provision of an additional limited waiting bay for parking turnover.
O	Wishes to support the local businesses in maintaining the 2 hours limited waiting where it is required as part of their business function and a possible reduction in the proposed length of Double Yellow lines outside No.171 to 193.	This affected area of Chatsworth Road is to maintain its 2 hours limited waiting but will still have the no return element reduced from 4 hours down to 2 hours for consistency along the length of the road. The intention is to also reduce the amount of double yellow lines and maintain the provision of an additional limited waiting bay for parking turnover.
P	Wishes to support the local businesses in maintaining the 2 hours limited waiting where it is required as part of their business function and a possible reduction in the proposed length of Double Yellow lines outside No.171 to 193.	This affected area of Chatsworth Road is to maintain its 2 hours limited waiting but will still have the no return element reduced from 4 hours down to 2 hours for consistency along the length of the road. The intention is to also reduce the amount of double yellow lines and maintain the provision of an additional limited waiting bay for parking turnover.
Q	Wishes to support the local businesses in maintaining the 2 hours limited waiting where it is required as part of their business function and a possible reduction in the proposed length of Double Yellow lines outside No.171 to 193.	This affected area of Chatsworth Road is to maintain its 2 hours limited waiting but will still have the no return element reduced from 4 hours down to 2 hours for consistency along the length of the road. The intention is to also reduce the amount of double yellow lines and maintain the provision of an additional limited waiting bay for parking turnover.

## Appendix B – Objections to the Bus Stop Relocation at St Thomas Church

Objector	Objection	Officer comment
<b>A</b>	Concerns that the relocation of the bus stop will remove a significant number of on-street car parking spaces.	The current sheltered parking bay outside the frontage of the Church is un-restricted and no changes to its status were promoted as part of this TRO. The construction of a build out to accommodate the bus stop will result in the loss of approximately two car parking spaces in addition to the existing junction protective hatch markings for Church View.
<b>B</b>	Concerns that the relocation of the bus stop will lead to a loss of aesthetics in front of the historic church buildings, a reduction in the on-street space for parking and an accusation that the Authority is wasting money	The newly constructed build out will have the presence of a 76mm diameter post within it. The intention is to site the new shelter at the rear of the footway against the boundary wall of the Church so as it will not impact within the visibility sight lines for vehicles exiting Church View. Therefore the presence of a shelter will be a visual intrusion to the corner of the Church frontage for a maximum width of 3m and at a height of 2.5m. This intrusion will impact on a very small segment of the Church's visual frontage and will not detract from its presence and standing within the immediate environment.
<b>C</b>	Concerned that the relocation of the bus stop to outside the Church will be aesthetically negative interfering the view of a Grade 2 listed building.	The newly constructed build out will have the presence of a 76mm diameter post within it. The intention is to site the new shelter at the rear of the footway against the boundary wall of the Church so as it will not impact within the visibility sight lines for vehicles exiting Church View.

		<p>Therefore the presence of a shelter will be a visual intrusion to the corner of the Church frontage for a maximum width of 3m and at a height of 2.5m. This intrusion will impact on a very small segment of the Church's visual frontage and will not detract from its presence and standing within the immediate environment.</p>
<b>D</b>	<p>Concerned over the cost of the need to relocate the bus stop as opposed to just upgrading it in its current position. Concerns over the appearance of the Grade 2 listed Church with a bus stop installed at its frontage. Concerns over access to and from the Car Park onto Chatsworth Road from Church View.</p>	<p>The existing run of three raised kerbs at the current stop (outside the frontages of No's 477 to 485) is not sufficient for the requirements of a Bus Quality Partnership standard to be met. Therefore, if it remained in its current position, the shelter would have to be turned 180 degrees to go against Libby's Shop Frontage wall at the back of the footway. Also, the repositioning of the stop would still require the relocation of a shelter as the stop must be replaced like for like. In addition to this it would require the bringing forward of the kerbed build out to beyond the limited waiting bays and would significantly impact on the running lane width of the A619 Chatsworth (inbound), which does also form part of the designated wide load route through Chesterfield.</p>
<b>E</b>	<p>Concerned over the introduction of a bus stop at Church View junction and visibility on exiting onto Chatsworth Road, also feels the current bus stop is fine in its current location and spend the money on improving a Local Park instead.</p>	<p>The existing run of three raised kerbs at the current stop (outside the frontages of No's 477 to 485) is not sufficient for the requirements of a Bus Quality Partnership standard to be met. Therefore, if it remained in its current position, the shelter would have to be turned 180 degrees to go against Libby's Shop</p>

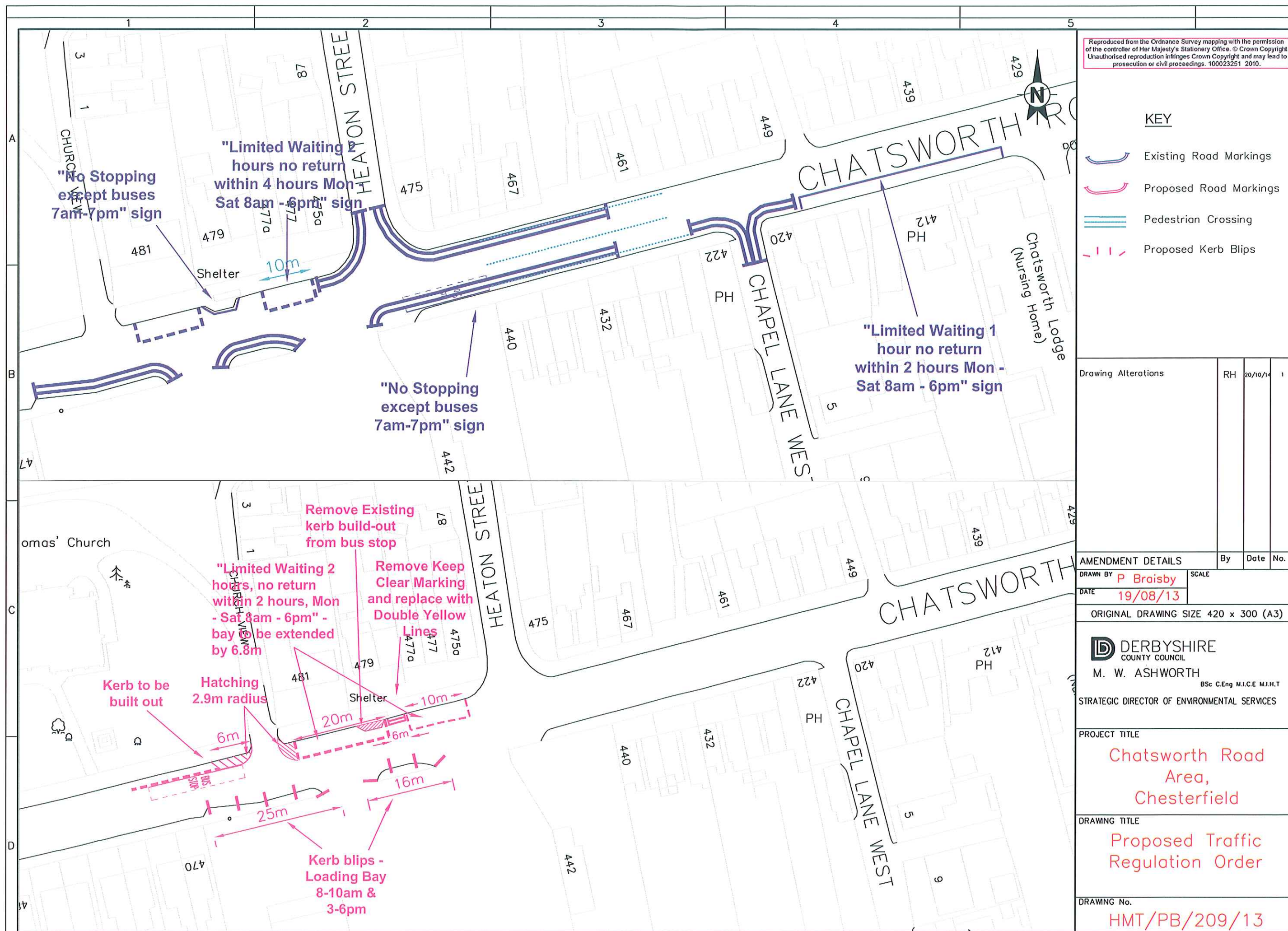
		<p>Frontage wall at the back of the footway.</p> <p>Also, the repositioning of the stop would still require the relocation of a shelter as the stop must be replaced like for like. In addition to this it would require the bringing forward of the kerbed build out to beyond the limited waiting bays and would significantly impact on the running lane width of the A619 Chatsworth (inbound), which does also form part of the designated wide load route through Chesterfield.</p>
<b>F</b>	<p>Feels that the existing bus stop should be upgraded and not relocated as it will cause accessibility issues for motorists exiting Church View onto Chatsworth Road.</p>	<p>The existing run of three raised kerbs at the current stop (outside the frontages of No's 477 to 485) is not sufficient for the requirements of a Bus Quality Partnership standard to be met.</p> <p>Therefore, if it remained in its current position, the shelter would have to be turned 180 degrees to go against Libby's Shop Frontage wall at the back of the footway.</p> <p>Also, the repositioning of the stop would still require the relocation of a shelter as the stop must be replaced like for like. In addition to this it would require the bringing forward of the kerbed build out to beyond the limited waiting bays and would significantly impact on the running lane width of the A619 Chatsworth (inbound), which does also form part of the designated wide load route through Chesterfield.</p>

G	<p>Why is the current bus stop being moved to just create some additional parking spaces on-street for local businesses, when the existing bus stop is sufficient Aesthetically, the view of the Grade 2 listed Church will be spoilt by the presence of a new bus shelter and the reduction on-street of available car parking. Concerned over the introduction of a bus stop at Church View junction and visibility on exiting onto Chatsworth Road.</p>	<p>The construction of a build out to accommodate the bus stop will result in the loss of approximately two car parking spaces in addition to the existing junction protective hatch markings for Church View. Raising the kerbs at the current stop (outside the frontages of No's 477 to 485) is not sufficient for the requirements of a Bus Quality Partnership standard to be met. Therefore, if it remained in its current position, the shelter would have to be turned 180 degrees to go against Libby's Shop Frontage wall at the back of the footway. Also, the repositioning of the stop would still require the relocation of a shelter as the stop must be replaced like for like. In addition to this it would require the bringing forward of the kerbed build out to beyond the limited waiting bays and would significantly impact on the running lane width of the A619 Chatsworth (inbound) which does also form part of the designated wide load route through Chesterfield.</p> <p>The newly constructed build out will have the presence of a 76mm diameter post within it. The intention is to site the new shelter at the rear of the footway against the boundary wall of the Church so as it will not impact within the visibility sight lines for vehicles exiting Church View. Therefore, the presence of a shelter will be a visual intrusion to the corner of the Church frontage for a maximum width of 3m and at a height of 2.5m.</p>
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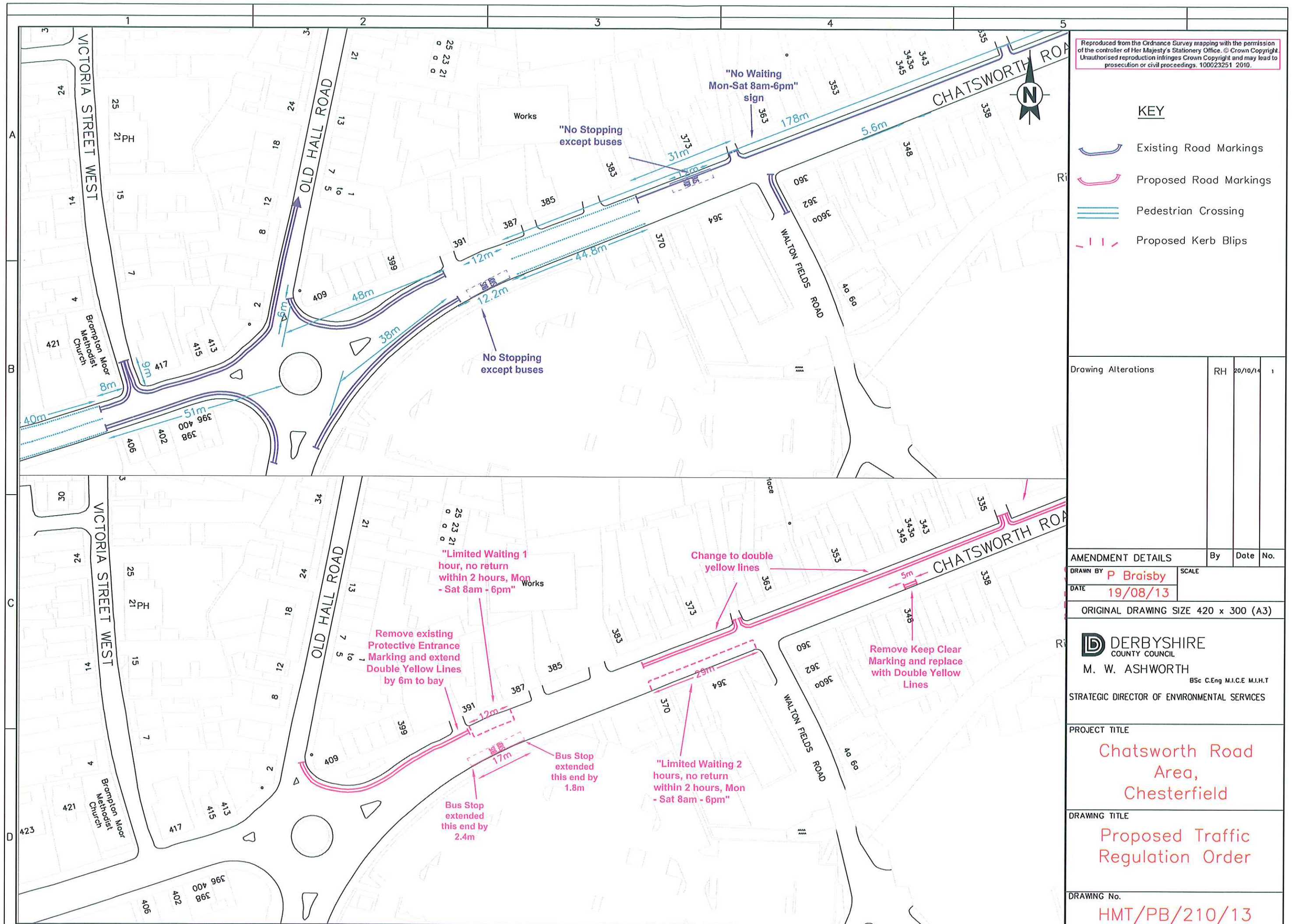
		<p>This intrusion will impact on a very small segment of the Church's visual frontage and will not detract from its presence and standing within the immediate environment.</p>
<b>H</b>	<p>Concerns over the appearance of the Grade 2 listed Church with a bus stop installed at its frontage. Concerns that the relocation of the bus stop will remove a significant number of car parking spaces. Expressed a concern over the associated costs such a scheme of works will involve. Concerned over the introduction of a bus stop at Church View junction and visibility on exiting onto Chatsworth Road.</p>	<p>The newly constructed build out will have the presence of a 76mm diameter post within it. The intention is to site the new shelter at the rear of the footway against the boundary wall of the Church so as it will not impact within the visibility sight lines for vehicles exiting Church View. Therefore the presence of a shelter will be a visual intrusion to the corner of the Church frontage for a maximum width of 3m and at a height of 2.5m. This intrusion will impact on a very small segment of the Church's visual frontage and will not detract from its presence and standing within the immediate environment.</p>
<b>I</b>	<p>Concerned over the introduction of a bus stop at Church View junction and visibility on exiting onto Chatsworth Road. Concerns that the relocation of the Bus Stop will remove a significant number of on-street car parking spaces.</p>	<p>The newly constructed build out will have the presence of a 76mm diameter post within it. The intention is to site the new shelter at the rear of the footway against the boundary wall of the Church so it will not impact within the visibility sight lines for vehicles exiting Church View. The current sheltered parking bay outside the frontage of the Church is un-restricted and no changes to its status were promoted as part of this TRO. The construction of a build out to accommodate the bus stop will result in the loss of approximately two car parking spaces in addition to the existing junction protective hatch markings for Church View.</p>

J	<p>Concerns that the relocation of the bus stop will lead to a loss of aesthetics in front of the historic church buildings, a reduction in the on-street space for parking and an accusation that the Authority is wasting money.</p>	<p>The newly constructed build out will have the presence of a 76mm diameter post within it. The intention is to site the new shelter at the rear of the footway against the boundary wall of the Church so as it will not impact within the visibility sight lines for vehicles exiting Church View. The current sheltered parking bay outside the frontage of the Church is un-restricted and no changes to its status were promoted as part of this TRO. The construction of a build out to accommodate the bus stop will result in the loss of approximately two car parking spaces in addition to the existing junction protective hatch markings for Church View.</p>
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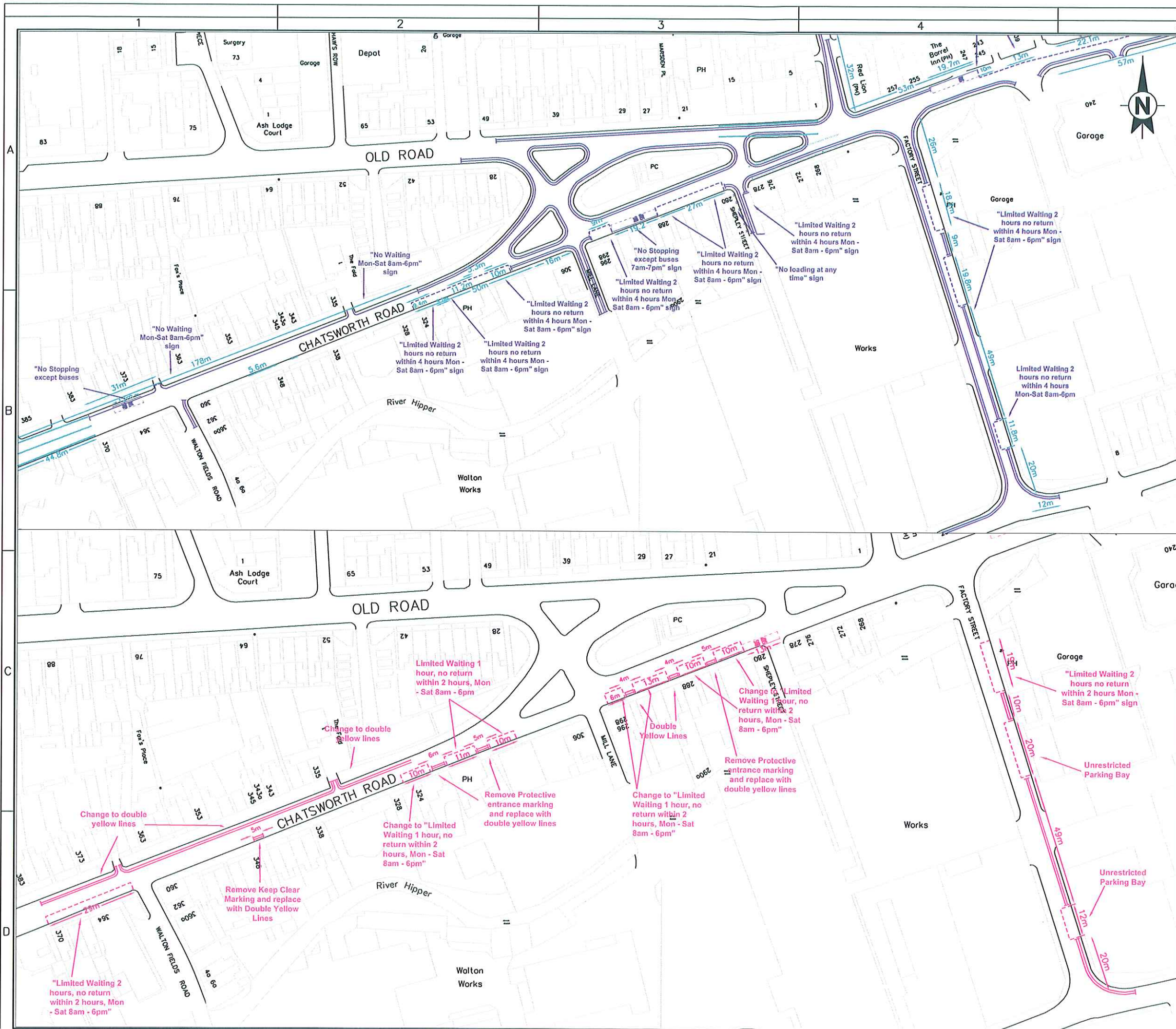












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#### KEY

- Existing Road Markings
- Proposed Road Markings
- Pedestrian Crossing
- Proposed Kerb Blips

Drawing Alterations

RH 20/10/14 1

AMENDMENT DETAILS

By Date No.

DRAWN BY P Braisby

DATE 19/08/13

ORIGINAL DRAWING SIZE 420 x 300 (A3)

DERBYSHIRE COUNTY COUNCIL

M. W. ASHWORTH

BSc C.Eng M.I.C.E M.I.H.T

STRATEGIC DIRECTOR OF ENVIRONMENTAL SERVICES

PROJECT TITLE

Chatsworth Road Area, Chesterfield

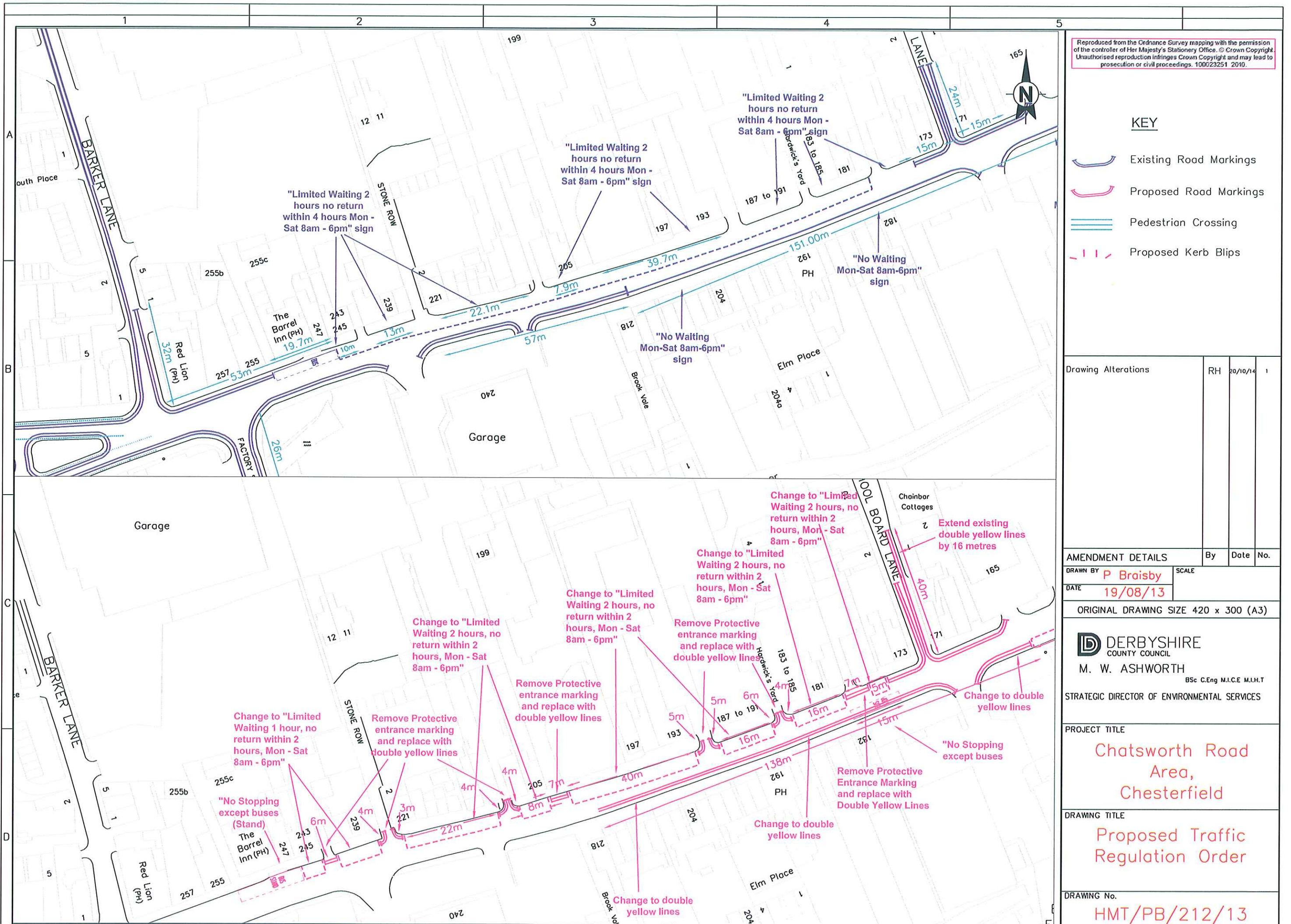
DRAWING TITLE

Proposed Traffic Regulation Order

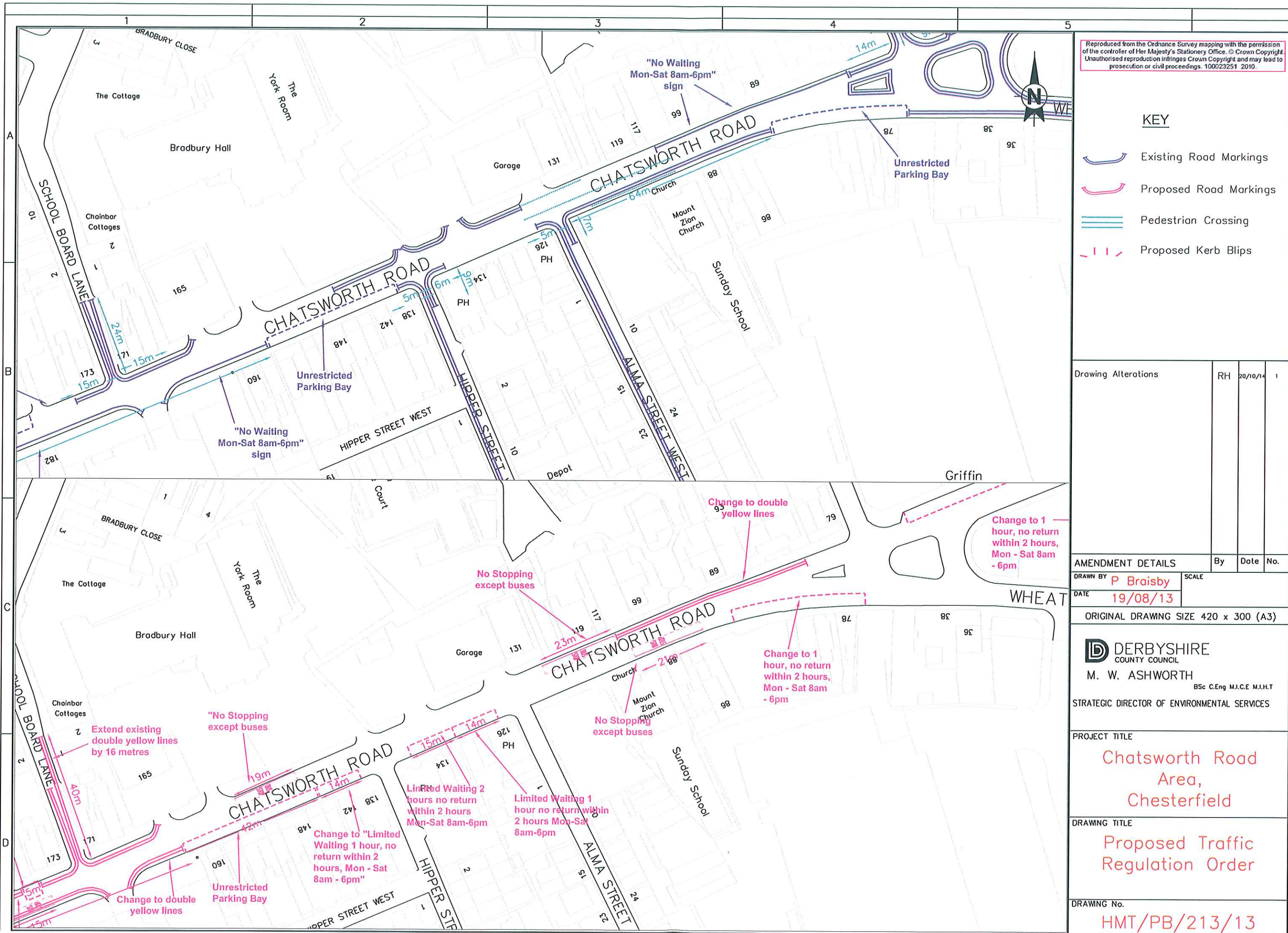
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HMT/PB/211/13









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KEY

- Existing Road Markings
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Drawing Alterations	RH	20/10/14	1
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AMENDMENT DETAILS

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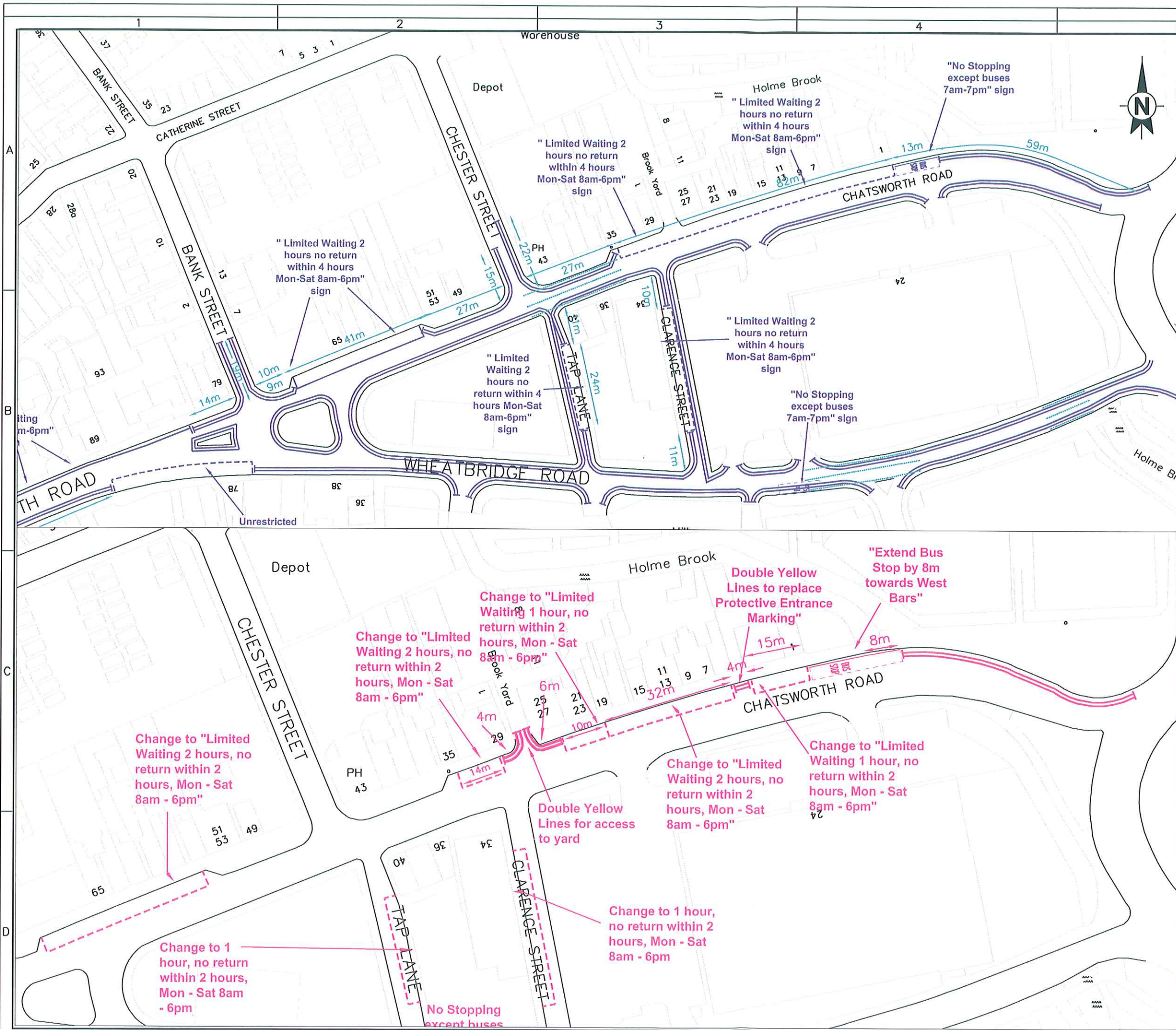
**DERBYSHIRE**  
COUNTY COUNCIL  
M. W. ASHWORTH  
BSc C.Eng M.I.C.E M.I.H.T  
STRATEGIC DIRECTOR OF ENVIRONMENTAL SERVICES

PROJECT TITLE  
**Chatsworth Road Area, Chesterfield**

DRAWING TITLE  
**Proposed Traffic Regulation Order**

DRAWING No.  
**HMT/PB/213/13**





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- KEY**
- Existing Road Markings
  - Proposed Road Markings
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Drawing Alterations	RH	20/10/14	1
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COUNTY COUNCIL  
M. W. ASHWORTH  
BSc C.Eng M.I.C.E M.I.H.T  
STRATEGIC DIRECTOR OF ENVIRONMENTAL SERVICES

PROJECT TITLE  
**Chatsworth Road  
Area,  
Chesterfield**

DRAWING TITLE  
**Proposed Traffic  
Regulation Order**

DRAWING No.  
**HMT/PB/214/13**

## **Appendix D – Proposed Re-Advertised Schedule**

### **THE DERBYSHIRE COUNTY COUNCIL (VARIOUS ROADS, CHESTERFIELD) (WAITING RESTRICTIONS) ORDER 2014**

<b>Proposed No Waiting at Any Time</b>
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#### **Chatsworth Road, Chesterfield – North Side**

From its junction with West Bars Roundabout in a north-westerly direction for a distance of 72m

From a point 87m west of its junction with West Bars Roundabout in a westerly direction for a distance of 4m

From a point 6m east of its junction with Brook Yard to a point 4m west of its junction with Brook Yard

From a point 14m south-west of its junction with Bank Street to a point 15m south-west of its junction with School Board Lane

From a point 20m south-west of its junction with School Board Lane in a westerly direction for a distance of 7m

From a point 4m north-east of its junction with Hardwick's Yard to a point 6m south-west of its junction with Hardwick's Yard

From a point 5m north-east of its junction with the Access Road between No.191-193 Chatsworth Road to a point 5m south-west of its junction with the Access Road to No.191-193 Chatsworth Road

From a point 45m south-west of its junction with the Access Road between No.191-193 Chatsworth Road in a south-westerly direction for a distance of 7m

From a point 4m north-west of its junction with the Access Road between No.207-209 Chatsworth Road to a point 4m south-west of its junction with the Access Road between No.207-209 Chatsworth Road

From a point 3m north-west of its junction with Stone Row to a point 4m south-west of its junction with Stone Row

From a point 17m south-west of its junction with Stone Row in a south-westerly direction for a distance of 6m



From a point 81m south-west of its junction with Old Road in a south-westerly direction for a distance of 178m

From its junction with Old Hall Road in an easterly direction for a distance of 54m

From a point 18m west of its junction with Heaton Street in a westerly direction for a distance of 6m

### **Chatsworth Road, Chesterfield – South Side**

From a point 38m north-east of its junction with Walton Fields Road in a north-easterly direction for a distance of 5m

From a point 26m south-west of its junction with Mill Lane in a south-westerly direction for a distance of 5m

From a point 42m south-west of its junction with Mill Lane in a westerly direction for a distance of 6m

From a point 11m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 4m

From a point 28m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 4m

From a point 42m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 5m

From a point 119m north-east of its junction with Factory Street in a north-easterly direction for a distance of 138m

### **Factory Street, Chesterfield - East Side**

From a point 45m south of its junction with Chatsworth Road in a southerly direction for a distance of 10m

### **School Board Lane, Chesterfield – North West Side**

From a point 24m north-west of its junction with Chatsworth Road in a westerly direction for a distance of 16m



<b>Proposed Limited Waiting</b> <b>1 hour, No Return within 2 hours, Monday to Saturday, 8am – 6pm</b>
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### **Clarence Street – West Side**

From a point 10m south of its junction with Chatsworth Road in a southerly direction for a distance of 36m

### **Tap Lane – East Side**

From a point 11m south of its junction with Chatsworth Road in a southerly direction for a distance of 24m

### **Chatsworth Road – North Side**

From a point 72m west of its junction with West Bars Roundabout in a westerly direction for a distance of 15m

From a point 189m west of its junction with School Board Lane in a westerly direction for a distance of 10m

From a point 54m east of its junction with Old Hall Road in an easterly direction for a distance of 12m

From a point 6m north-east of its junction with Brook Yard in a north-easterly direction for a distance of 10m

From a point 4m south-west of its junction with Stone Row in a south-westerly direction for a distance of 13m

From a point 25m south-west of its junction with Stone Row in a south-westerly direction for a distance of 10m

### **Chatsworth Road – South Side**

From a point 64m north-east of its junction with Alma Street West in an easterly direction for a distance of 40m

From a point 5m south-west of its junction with Alma Street West in a south-westerly direction for a distance of 14m

From a point 5m south-west of its junction with Hipper Street West in a south-westerly direction for a distance of 14m

From a point 16m south-west of its junction with Mill Lane in a south-westerly direction for a distance of 10m

From a point 31m south-west of its junction with Mill Lane in a south-westerly direction for a distance of 11m

From a point 48m south-west of its junction with Mill Lane in a south-westerly direction for a distance 10m

From a point 5m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 6m

From a point 15m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 13m

From a point 32m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 10m

From a point 42m north-east of its junction with Mill Lane in a north-easterly direction for a distance of 10m

<b>Proposed Limited Waiting</b> <b>2 hours, No Return within 2 hours, Monday to Saturday, 8am – 6pm</b>
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### **Factory Street – East Side**

From a point 26m south of its junction with Chatsworth Road in a southerly direction for a distance of 19m

### **Chatsworth Road – North Side**

From a point 90m west of its junction with West Bars Roundabout in a westerly direction for a distance of 32m

From a point 4m southwest of its junction with Brook Yard in a south-westerly direction for a distance of 14m

From a point 27m south-west of its junction with Chester Street in a south-westerly direction for a distance of 41m

From a point 15m south-west of its junction with School Board Lane in a westerly direction for a distance of 5m

From a point 27m south-west of its junction with School Board Lane in a westerly direction for a distance of 16m

From a point 53m south-west of its junction with School Board Lane in a westerly direction for a distance of 16m

From a point 79m south-west of its junction with School Board Lane in a westerly direction for a distance of 40m

From a point 126m south-west of its junction with School Board Lane in a westerly direction for a distance of 8m

From a point 142m south west of its junction with School Board Lane in a westerly direction for a distance of 22m

From a point 8m west of its junction with Heaton Street in a westerly direction for a distance of 10m

From a point 23.5m west of its junction with Heaton Street in a westerly direction for a distance of 20m

### **Chatsworth Road – South Side**

From a point 19m south-west of its junction with Alma Street West in a south-westerly direction for a distance of 15m

From its junction with Walton Fields Road in a south-westerly direction for a distance of 29m

<b>Proposed No Loading, Monday – Sunday 8am – 10am and 3pm – 6pm</b>
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### **Chatsworth Road – South Side**

From a point 83m west of its junction with Chapel Lane West in a westerly direction for a distance of 53m