

**DERBYSHIRE COUNTY COUNCIL**

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

**25 March 2014**

Report of the Strategic Director – Economy, Transport and Environment

**WAITING RESTRICTION REVIEW - LEABROOKS/RIDDINGS  
AREA**

(1) **Purpose of the Report** To consider objections to proposals originating from the Leabrooks / Riddings area parking review.

(1) **Information and Analysis** The Leabrooks and Riddings residential area incorporates many older dwellings which lack off-street parking. Additionally, within the area, the narrow width of many side streets results in competition between residents for the few suitable on-street parking spaces. The Strategic B6016 is routed through the review area, along Greenhill Lane, South Street and High Street, and is used by scheduled bus services and provides access to over height vehicles.

In response to the on-going residents' requests to allow either more on-street parking, or conversely, to further restrict parking to allow easier access, in 2011, a trial reduction in coverage of parking restrictions on George Street and South Street areas was initiated to ascertain if more on-street parking spaces could be accommodated without affecting safe highway access.

However, following receipt of further correspondence including a residents petition (minute No. 48/13 refers), issued 2 April 2013, it was resolved that "*The High Street, Riddings area parking review is completed and any forthcoming proposals are pursued...*". Consequently, additional parking measures outside the originally proposed parking review were consulted upon during 2013/14, as detailed on the appended plans HMT/DJO/69-71 and 73/13. The aim of the proposals is to preserve highway access, whilst maximising the provision of suitable on-street parking spaces.

Initial consultation on the proposals resulted in support from the local Member.

During the extended period of public advertisement over the Christmas period, 12 objections were received, all from properties on George Street. In the

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following weeks, a further 15 objections were received. Out of the total 27 objections, 21 originated from George Street addresses including 10 duplicate proforma letters, six unsolicited replies with either no name or addresses and two duplicate replies from the same person.

The objections can be summarised thus:

George Street area:

*"I wish to object to changing the lines from single yellow to double yellow on George Street, Riddings. Any alteration will have a knock on effect to parking on surrounding areas." "...causing neighbour resentment and potential disputes". "The current restrictions serve the residents well, they provide a restriction at busy daytime/hours enabling deliveries etc. to navigate the streets but enable parking during the night ...". "The streets off George Street are residential and two are no through roads so commercial access is not required outside of the working day when single yellow lines are already in force". "I am not aware of any Council proposal to provide replacement of additional parking spaces for residents so that the double yellow line proposal will only cause further problems for residents rather than helping us". "...the problem grows year by year as the elderly residents are replaced by younger families with one or more car and that we desperately need help to ease the situation". "There is a car park ....along the road which is owned by AVBC, but this is not viable when having to carry heavy loads into my house...", "...my personal options for parking should these measures come into force will be severely limited".*

*"Residents on this street need this to be one way traffic only and residents to have a parking permit outside their homes". "What we really need are suggestions regarding how we can improve facilities for parking vehicles". "The emergency services - ambulance and fire - have raised no complaints of access".*

South Street/Stewart Street area:

*"In particular with regard to the bottle neck that occurs during peak traffic times on South Street with the junction of Stewart Street. We note from the plans forwarded that there seems to be changes proposed to South Street/High Street junction with George Street junction and every junction off George Street but the same consideration has not been given to the junction of Stewart Street with South Street. We feel this consideration should be given as this is a problematical point (especially when vehicles ignore whose right of way it is) or there are buses attempting to navigate past Stewart Street/South Street junction where vehicles are parked on both sides of the junction... and parked opposite the junction itself".*

Mount Pleasant/High Street area:

One objection due to lack of off-street parking.

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### Officer Comment

Following consideration of objections and consultation with the local Member, it is recommended that the proposals for the George Street area are amended to reflect the area's residential status. Objectors requests for 'one way systems' and 'residents' parking schemes' are not considered appropriate. Installing a one-way system on George Street would have a negligible effect on increasing parking provision but, without an opposing traffic flow, is likely to result in increased traffic speeds and volumes to the detriment of highway safety. Additionally, a residents' parking scheme would be of no benefit as it would not guarantee residents paying for a permit for an on-street parking space. Residents report that many properties have multiple vehicles and the area cannot accommodate the number of residents' cars.

The objectors request for more on-street parking is understood. However, this Highway Authority's main remit is to maintain the safe, expeditious, and convenient movement of traffic, whilst promoting areas where motorists may park considerately. Parking is only promoted at suitable locations, and the onus remains with the motorist to find a suitable place to park their vehicle. With regard to access concerns, it is noted that the Police have enforcement powers regarding vehicle lighting regulations and occurrences of obstruction. In the Leabrooks/Riddings conurbation, there is competition between residents for suitable on-street parking spaces, and these proposals are considered the minimum to maintain highway access, visibility and safety.

Consequently, it is recommended that the proposals for double yellow line restrictions on George Street are dropped but, instead, the 'single yellow line' restrictions currently under trial (demarked on site) are made permanent, and all other proposed restrictions be made as advertised. The attached advertised schedule is highlighted to indicate these amended proposals. Additionally, it is recommended that the area continues to be monitored for possible future action and the Stewart Street/South Street junction be included in the next area parking review.

A check of personal injury collision records for the previous three years lists six accidents occurring within the area; two accidents on South Street, one near to the Stewart Street junction, one which involved a parked car and two accidents which occurred on George Street, of which one accident involved a parked car, and two accidents at the James Street junction involving manoeuvring vehicles. Accident records do not indicate if parked vehicles were contributory factors in the remaining accidents listed.

### Local Member Comments

Councillor Smith commented "*I support the proposals regarding George Street. It is residential and altering the lining would have an impact and knock on effect on other streets. I welcome the inclusion of the Stewart Street junction in the next review. It can cause a bottle neck. I only have one*

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*negative comment to make – does the Newlands Road lining near Richardsons Lane have to go that far.”*

In reply to the local Member's comments, it is recognised that the proposed parking restrictions along Newlands Road are aimed at maintaining forward highway visibility and safety.

(3) **Financial Considerations** All costs in applying the proposed parking restrictions will be met from the 2014/15 Traffic Management revenue budget at a cost of approximately £500.

(4) **Legal Considerations** Section 1 of the Road Traffic Regulation Act 1984 enables a traffic authority to make a Traffic Regulation Order (TRO) if it considers it expedient for a number of purposes.

However, there is also a general duty in Section 122 of the Act which requires the Authorities, in exercising their functions under the Act, to a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters also to be considered are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- 3) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- 5) any other matters appearing to the Council to be relevant.

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

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.

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(7) **Background Papers** Correspondence held on file within the Economy, Transport and Environment Department. Officer contact details - David Orton, extension 39186.

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

- 8.1 The proposals detailed on the attached amended schedule be introduced.
- 8.2 The Stewart Street/South Street junction be included in the next area parking review.
- 8.3 The area continues to be monitored to assess whether any future traffic management measures need be applied.
- 8.4 The local Member and objectors be informed of the decision.

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

**THE DERBYSHIRE COUNTY COUNCIL**  
**(VARIOUS STREETS, LEABROOKS AND RIDDINGS AREA)**  
**(PROHIBITION OF WAITING) ORDER 2014**

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**

**Alfred Street**

Both sides

From its junction with George Street, for a distance of 6 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

**Church Street**

Both sides

From its junction (centreline) with George Street / West Street. In an easterly direction for a distance of 17 metres.

**Frederick Street**

Both sides

From its junction with George Street, for a distance of 4 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

**George Street**

Both sides

From its junction with West Street/Church Street for a distance of 16 metres.

From its junction with B6016 High Street/B6016 South Street, for a distance of 28 metres.

West side

From a point 89 metres north of its junction with High Street in a northerly direction for a distance of 27 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

From a point 11 metres south of its junction (centreline) with Alfred Street in a northerly direction for a distance of 27 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

From a point 11 metres south of its junction (centreline) with North Street, in a northerly direction for a distance of 26 metres.

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***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

### East side

From a point 8 metres south of its junction (centreline) with Frederick Street, in a northerly direction for a distance of 22 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

From a point 11 metres south of its junction (centreline) with Alfred Street, in a northerly direction for a distance of 21 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

From a point 11 metres south of its junction (centreline) with North Street, in a northerly direction for a distance of 22 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

## **B6016 Greenhill Lane**

### Both sides

From its junction (centreline) with Newlands Road / B6016 South Street, in a northerly direction for a distance of 75 metres.

### East side

From a point 16 metres south of its junction (centreline) with James Street, in a northerly direction for a distance of 28 metres.

## **B6016 High Street**

### Both sides

From a point 10 metres west of its junction (centreline) with Mount Pleasant, in an easterly direction for a distance of 20 metres.

### North side

From its junction (centreline) with George Street in an easterly direction for a distance of 30 metres.

### South side

From its junction (centreline) with George Street in an easterly direction for a distance of 25 metres.

## **James Street**

### Both sides

From its junction with B6016 Greenhill Lane, for a distance of 10 metres.

## **Mount Pleasant**

### Both sides

From its junction with B6016 High Street, for a distance of 10 metres.

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### **Newlands Road**

#### West side

From its junction (centreline) with B6016 South Street / B6016 Greenhill Lane in a southerly direction for a distance of 60 metres.

#### East side

From its junction (centreline) with B6016 South Street / B6016 Greenhill Lane in a southerly direction for a distance of 14 metres.

From a point 25 metres south of its junction (centreline) with B6016 South Street / B6016 Greenhill Lane, in a southerly direction for a distance of 35 metres.

### **North Street**

#### Both sides

From its junction with George Street, for a distance of 5 metres.

***(Amended to Single Yellow Lines No waiting Monday - Saturday 8am-6pm)***

### **B6016 South Street**

#### North side

From its junction with B6016 Greenhill Lane / Newlands Road for a distance of 64 metres.

From its junction (centreline) with George Street, in a westerly direction for a distance of 14 metres.

#### South side

From its junction with Newlands Road / B6016 Greenhill Lane for a distance of 25 metres.

From a point 44 metres from its junction with Newlands Road / B6016 Greenhill Lane, in an easterly direction for a distance of 20 metres.

From its junction (centreline) with George Street in a westerly direction for a distance of 20 metres.

### **West Street**

#### South side

From its junction (centreline) with George Street / Church Street, in a westerly direction for a distance of 14 metres.

#### North side

From its junction (centreline) with George Street / Church Street, in a westerly direction for a distance of 19 metres.



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Any permanent Traffic Regulation Orders made prior to this Order, insofar as they relate to waiting restrictions on the roads in Leabrooks and Riddings listed above will be revoked.

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 Somercotes Library, Somerlea Park Junior School, Bank Street, Somercotes, Alfreton, Monday 2pm to 5pm, Thursday 9am to 1pm and 2pm to 7pm, Friday 9am to 1pm and 2pm to 5pm and Saturday 9.30am to 1pm until 03 January 2014.**

**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 Traffic and Safety Team) by 03 January 2014.**

**Dated: 05 December 2013.**

**Mike Ashworth, Acting Strategic Director - Environmental Services Department, Derbyshire County Council, County Hall, Matlock DE4 3AG.**







