

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

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

26 October 2017

Report of the Strategic Director – Economy, Transport and Communities

**MILL ROAD, LEA ROAD AND WILLERSLEY LANE, CROMFORD –
OBJECTION TO PROPOSED RESTRICTION AND PROHIBITION OF
WAITING ORDER**

(1) **Purpose of Report** To advise the Cabinet Member of the outcome of the results of investigations, following receipt of two objections to the proposed Restriction and Prohibition of Waiting on Mill Road, Lea Road and Willersley Lane, Cromford and to recommend that the Order be made as advertised.

(2) **Information and Analysis** Mill Road runs through a World Heritage Site with the popular tourist destinations of Cromford Mills, Wharf and Canal accessed directly from this road. The road is subject to high levels of parking throughout the year.

Parking charges have existed at the Cromford Canal site for some years and, in more recent years, were also introduced at the Cromford Mills site; subsequently resulting in displaced parking along Mills Road. In an attempt to resolve visibility issues for vehicles exiting the Mills car park, and forward visibility issues around the Mill corner, a short length of double yellow line was introduced along the northern edge of Mill Road in early 2015.

Despite these attempts to control parking on the northern edge of Mill Road, issues of congestion and visibility have continued. The introduction of parking charges on the privately owned Cromford Meadows car park has further exacerbated issues with roadside parking. Extensive parking now takes place along the unrestricted sections on both sides of the road, creating numerous pinch points, and preventing two-way traffic from being able to continue. The need for traffic to regularly give way at points along the road leads to frequent congestion, which is intensified where forward visibility is reduced due to parked vehicles, making it difficult for drivers to see whether the road is clear for them to continue.

Discussions have taken place with Cromford Parish Council and other local representatives, who have also highlighted issues with vehicles being parked along Lea Road, from north of Cromford Bridge towards the rail station, during particularly busy periods.

Following these discussions, proposals were put forward to introduce a double yellow line restriction on the Canal side of Mill Road, from its junction with the A6, through Lea Road, to the access to Cromford Rail Station. It was further proposed to extend the existing restrictions on the Mills side to a similar point on Lea Road. The purpose of the proposals are to remove inappropriate parking from the area, allowing two-way traffic to be maintained and alleviating congestion through the World Heritage Site. Two short sections of unrestricted parking would remain on the Mill side, to briefly interrupt the flow of traffic and help to keep traffic speeds at an appropriate level.

The proposals, as shown in the drawing attached at Appendix A, have followed the statutory consultation and public notice procedure. Two objections were received during the public notice stage, from Historic England and the County Council's Conservation Team.

The objection from Historic England relates to the increased area of yellow lining and the harmful and detracting visual impact it will have on the area. It suggests consideration be given to an alternative option, such as a Clearway Order.

Concerns were also raised from the County Council's Heritage and Design team has also raised similar concerns in regard to the extent of the yellow lining proposed and the negative impact on the character of the World Heritage Site and Conservation Area, as well as a number of listed buildings. If deemed necessary, both Historic England and the County Council's Head of Conservation has recommended the lining be the minimum width and length and primrose yellow in colour to reduce visual impact.

A letter of support for the proposals has been received from a resident of Matlock Bath. The resident advises that they use Mill Road and it is becoming increasingly difficult with cars parked, especially near the church and by the traffic signals (A6 junction). They further report that coaches are now parking adjacent to the Mills car park, causing an obstruction, especially when local buses are trying to get through.

Officer Comment

Experience has shown that Clearway orders are not universally understood, as the absence of carriageway markings can tend to confuse drivers, and result in a high level of non-compliance with the restriction. A Clearway order would also remove any provision for disabled Blue Badge holders to park within the restricted area.

Whilst it has been argued that a Clearway would have less visual impact, such a restriction would require upright posts and signage. In this situation, an Urban Clearway would be involved, which requires that signage is located at the start and finish points of the restriction. Additionally, repeater signs would be required along the route and at every side road junction.

It is therefore recommended that the double yellow line scheme, as set out in Appendix A is approved. This type of restriction is more clearly understood by drivers, so it is considered that such a restriction would bring a better level of compliance than an Urban Clearway and be more effective in resolving the current visibility and congestion issues. Furthermore, no upright posts or signage would be required as the parking restrictions apply at all times. To minimise the visual impact, lining in this Conservation Area would be applied at the minimum allowed width of 50mm, and in a less intrusive primrose yellow, as suggested by the objectors.

Local Member Comment

The Local Member, Councillor Irene Ratcliffe, has been involved in the consultation process and is supportive of the proposed measures.

(3) **Financial Considerations** This work forms part of the approved 2017-18 Local Transport Plan scheme for Traffic Regulation Order works. The cost of the lining will be approximately £1,300 and will be met from the 2017-18 Network Management Works 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 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.

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 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 public 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, social value and transport considerations.

(5) **Key Decision** No.

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

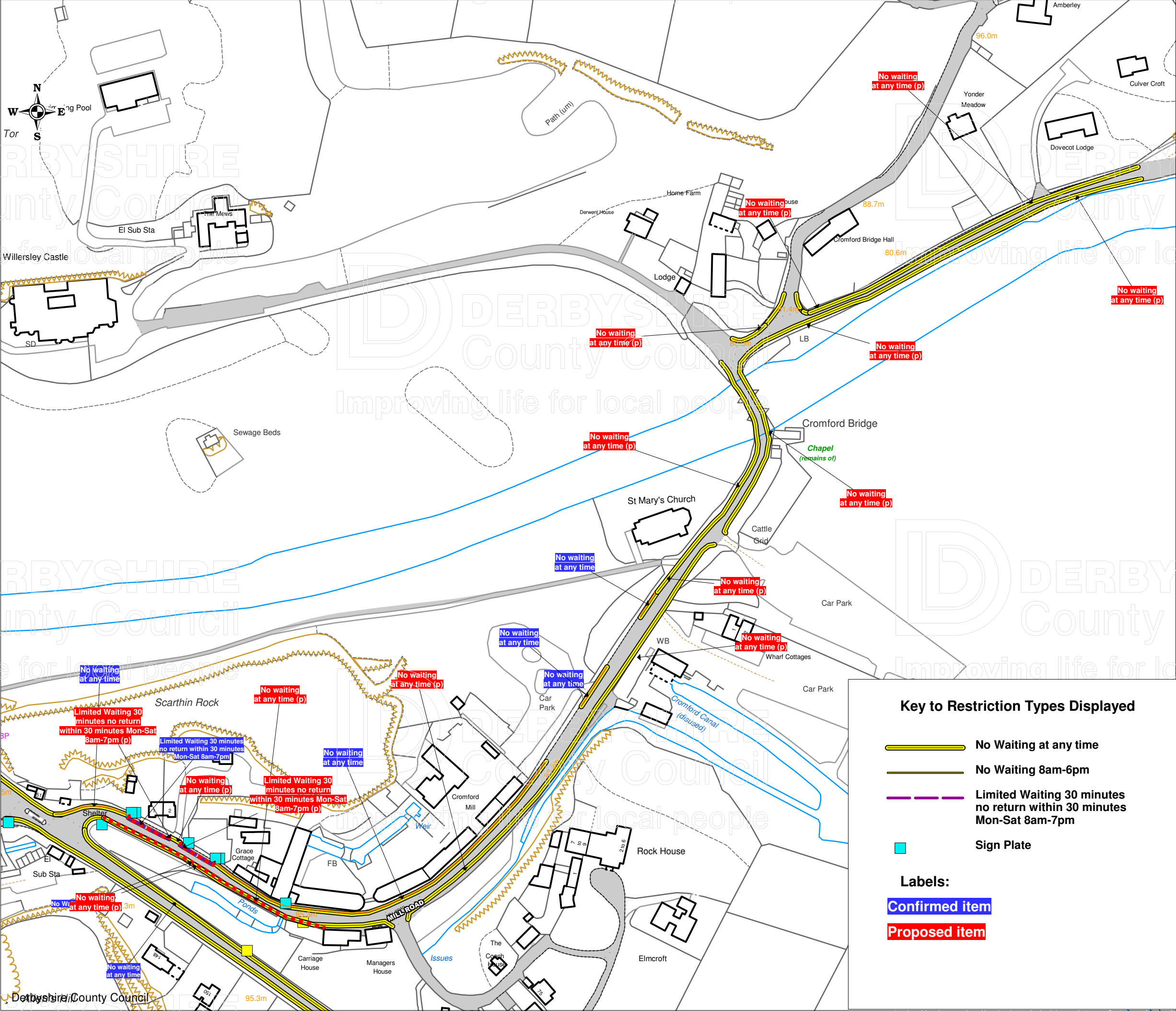
(7) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details – Paul Jameson, extension 38610.

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

8.1 The proposed Prohibition and Restriction of Waiting restriction for Mill Road, Lea Road and Willersley Lane, Cromford, as shown on the attached drawing number (Appendix A), be introduced as advertised.

8.2 The Local Member and objectors be informed accordingly.

Mike Ashworth
Strategic Director - Economy, Transport and Communities



Prohibition and Restriction of Waiting, On Street Parking and Clearways.

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Various Roads

Cromford

Derbyshire



MIKE W. ASHWORTH
Strategic Director
Economy, Transport & Environment

DRAWING TITLE
Cromford Area - Traffic
Regulation
Order Changes

SCALE	1 : 1912
DATE	17/10/2016
DRAWING No.	Proposal DWG
DRAWN BY	RH