

DERBYSHIRE COUNTY COUNCIL

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

**4 March 2014**

Report of the Strategic Director – Economy, Transport and Environment

**PROPOSED AMENDMENTS TO WAITING RESTRICTIONS -  
CHINLEY**

(1) **Purpose of the Report** To bring before the Cabinet Member objections received following the public consultation for a proposed 'No Waiting' restriction on Station Road, Chinley, the removal of some limited waiting restrictions on Princes Road, Chinley and changes to restrictions on Lower Lane, Chinley.

(2) **Information and Analysis** Station Road, Chinley is the only road access to the railway station. As such, extensive on-street parking takes place on a daily basis throughout the week. Network Rail does have a free car park which is also accessed off Station Road, but, this does not have sufficient capacity to cater for the demand. The road is frequently double parked which has led to complaints to the Authority as the school and regular service bus has difficulty getting through.

Princes Road, Chinley is a predominantly residential road off Green Lane. There is a section of limited waiting with a maximum stay of 2 hours immediately adjacent to Green Lane (where there are no fronting properties) which provides a turnover of parking for the businesses in the village centre. There is a single yellow line on the opposite side of the road to this and residents of Princes Road have asked that the restrictions be reviewed with a view to freeing up more roadside parking spaces.

Residents of Lower Lane have also expressed a desire for the existing parking restrictions to be reviewed to see if further spaces can be provided whilst not compromising the flow of traffic, particularly the large vehicles accessing Stephanie Works.

Following extensive consultation with the Parish Council, police and local residents, the proposals shown on plans ref NTA/IM/100/12-1C and NTA/IM/100/12D which are attached at Appendix A were developed. These

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detail the removal of restrictions from Princes Road, adjusted lining on Lower Lane and introduced junction protection and general 'No Waiting at Any Time' restrictions on Station Road.

Following the consultation period, three objections have been received. These relate to Station Road only. A further letter has been received commenting on the Traffic Regulation Order process and offering alternative solutions to the Station Road issues (but not objecting) and general comments have been received from the local Member, Councillor David Lomax.

Two of the objection letters are from residents of Station Road and the third is from the Parish Council. All three of the objectors do not wish to see the proposed restrictions on Station Road apply all day, every day, and have suggested that the restrictions apply Monday to Friday 8am to 6pm only.

Two of the objectors do not want the restriction directly outside their properties on the south side of Station Road claiming that it will affect their amenity and expressing a preference for the restriction to be on the north side of the road.

### **Officer Comment**

When parking restrictions are being considered in a residential area such as Station Road, it is always difficult to strike a balance between making a road safe and accessible without making it overly-restrictive for the residents. Due to this factor, extensive discussions have been held with the Parish Council, Police and bus operators about the minimum required to achieve a successful scheme on Station Road. The reason that a restriction was being proposed on the south side of Station Road is that it was a logical extension of the junction protection from two side roads which doubled up to keep a section of Station Road clear for the free passage of traffic. The accesses to the properties in this immediate vicinity were not proposed to be covered by the restriction, so, residents would have been able to park across their own dropped kerb access should they need additional parking to their driveways and garages. It would also provide clear visibility for vehicles exiting the properties. With no restriction directly outside the properties there is an inevitability that this area will become heavily parked at peak times which could create access problems at the properties.

The 'No Waiting at Any Time' restriction was proposed originally as it is considered that the restricted areas were the minimum required to keep the road accessible at all times and that parking in any of these areas could compromise the safe passage of vehicles at any time. Also, the use of double yellow lines does not require the erection of any signs and this helps to minimise street clutter, particularly where signs and posts would need to be erected outside peoples' properties. Nevertheless, it is acknowledged that the bulk of the parking problem occurs during the working week and a single

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yellow line prohibiting parking from Monday to Friday between 8am and 6pm, as suggested by the objectors, could be considered.

Therefore, following the receipt of the objections and further discussions with the Parish Council, a revised proposal for Station Road has been drawn up and is detailed in drawing number NTA/IM/100/12-1D attached as Appendix B.

### Local Member Comments

Councillor David Lomax has been consulted and has made the following comments:

*“The proposed waiting restrictions continue to generate much discussion and concern and I know it will be difficult to please everyone.*

*The main problem is of course caused by the lack of parking facilities at Chinley station (or for that matter other stations in the central High Peak). It is therefore questioned why the parking restrictions on the residential streets around the station are any time rather than limited to commuter times. The question as to whether the double yellow lines by the car park should be on the north or south side of the road is also difficult. Residents of properties on the south side may complain that they cannot park outside their houses but equally complain about that they wouldn't be able to because of others doing so if there weren't restrictions. However, as the footpath is on the south side it does seem strange that the yellow lines are on that side.*

*Have we asked Network Rail to look at the layout of the car park to see if extra spaces can be provided within the car park? Certainly from the last time I visited I thought an extra 10 spaces could be created with the removal of the recycling facilities by the borough council.”*

(3) **Financial Considerations** The costs for processing the Traffic Regulation Order and for implementing the required lining and signing would be met from the relevant Traffic and Safety 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;

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- 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 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.

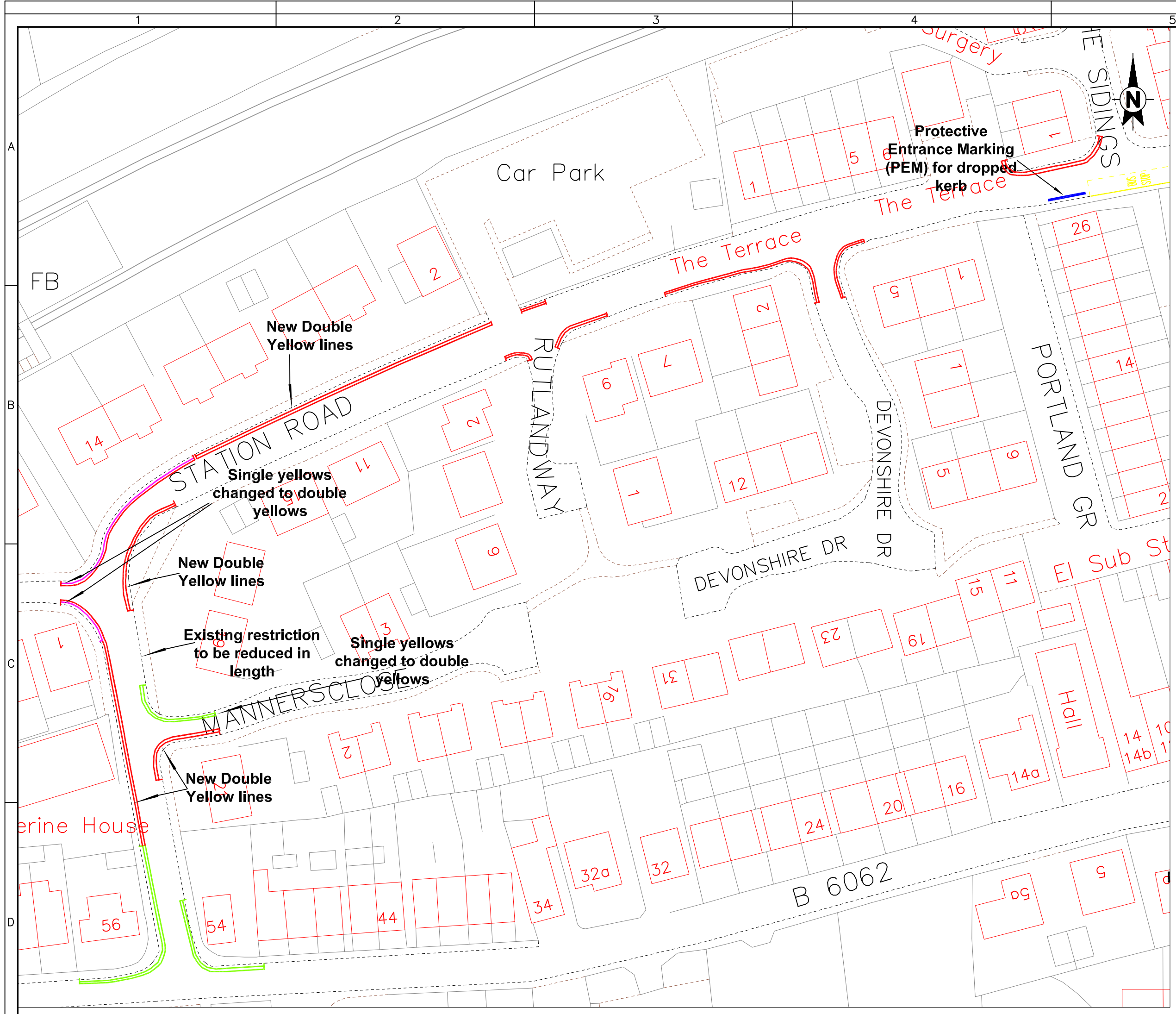
(7) **Background Papers** Held on file in the Traffic and Safety Section. Officer contact details – Isobel Mulligan, extension 38677.

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

- 8.1    The amendments proposed for Princes Road, Chinley and Lower Lane, Chinley be approved and progressed to implementation.
- 8.2    The revised proposal relating to Station Road, Chinley, shown on drawing number NTA/IM/100/12-1D, be re-advertised.
- 8.3    The Local Member and objectors be informed accordingly.

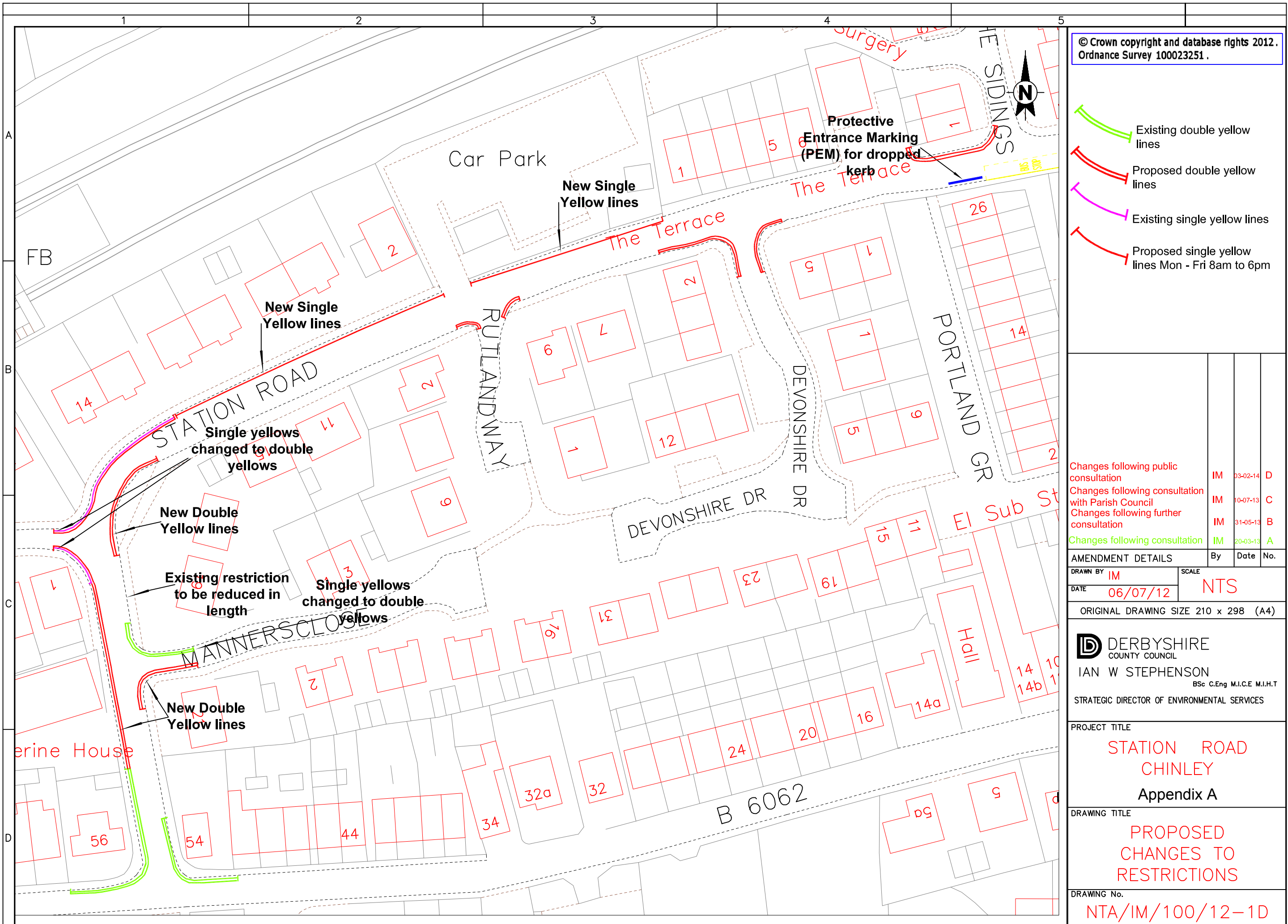
**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**



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Existing double yellow lines  
Proposed double yellow lines  
Existing single yellow lines

Changes following consultation with Parish Council	IM	10-07-13	C	
Changes following further consultation	IM	31-05-13	B	
Changes following consultation	IM	20-03-13	A	
AMENDMENT DETAILS		By	Date	No.
DRAWN BY IM		SCALE		
DATE 06/07/12		NTS		
ORIGINAL DRAWING SIZE 210 x 298 (A4)				
<div><div></div><div><p>DERBYSHIRE COUNTY COUNCIL</p><p>IAN W STEPHENSON</p><p>BSc C.Eng M.I.C.E M.I.H.T</p><p>STRATEGIC DIRECTOR OF ENVIRONMENTAL SERVICES</p></div></div>				
PROJECT TITLE				
STATION ROAD CHINLEY				
Appendix A				
DRAWING TITLE				
PROPOSED CHANGES TO RESTRICTIONS				
DRAWING No.				
NTA/IM/100/12-1C				



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- Existing double yellow lines
- Proposed double yellow lines
- Existing single yellow lines
- Proposed single yellow lines Mon - Fri 8am to 6pm

Changes following public consultation	IM	03-02-14	D
Changes following consultation with Parish Council	IM	10-07-13	C
Changes following further consultation	IM	31-05-13	B
Changes following consultation	IM	20-03-13	A

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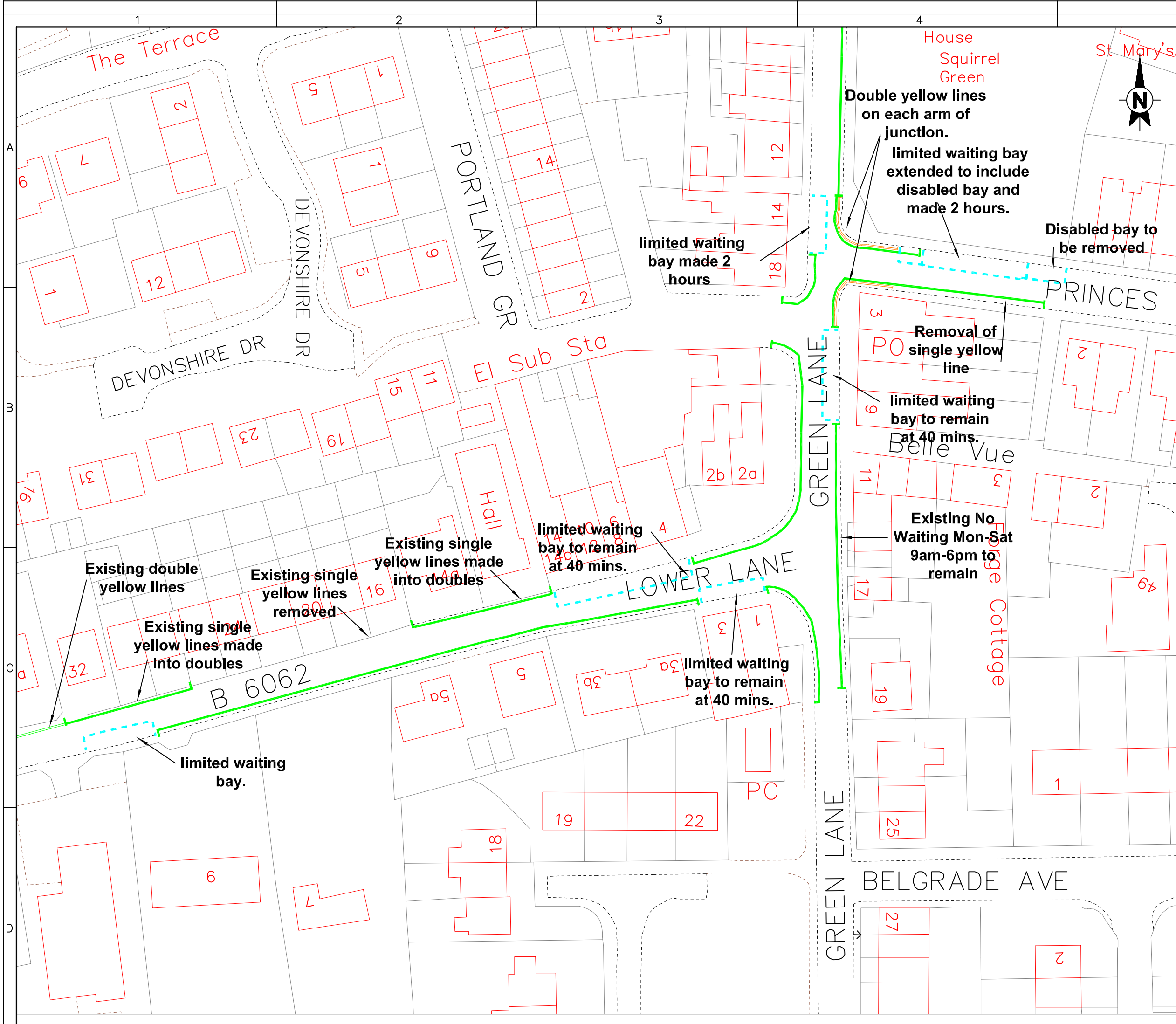
**DERBYSHIRE COUNTY COUNCIL**  
IAN W STEPHENSON  
BSc C.Eng M.I.C.E M.J.H.T  
STRATEGIC DIRECTOR OF ENVIRONMENTAL SERVICES

PROJECT TITLE  
**STATION ROAD CHINLEY**  
**Appendix A**

DRAWING TITLE  
**PROPOSED CHANGES TO RESTRICTIONS**

DRAWING No.  
**NTA/IM/100/12-1D**





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**KEY**

- Existing time limited No Waiting restrictions
- Existing Limited Waiting bay new times of:-  
2 hours Mon-Sat 9am-5pm  
no return within 2 hours.
- Proposed No Waiting at any time.

Changes made following consultation with Parish Council	IM	10-07-13	D
Changes made following consultation with Parish Council	IM	10-07-13	C
Changes made following further consultation	IM	31-05-13	B
Changes made following consultation	IM	20-03-13	A

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

PROJECT TITLE  
**CENTRE OF CHINLEY**  
Appendix B

DRAWING TITLE  
**PROPOSED CHANGES TO RESTRICTIONS**

DRAWING No.  
**NTA/IM/100/12D**