

Agenda Item No. 4(c)

DERBYSHIRE COUNTY COUNCIL

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

7 July 2015

Report of the Strategic Director – Economy, Transport and Environment

**OBJECTION TO PROHIBITION OF WAITING PROPOSALS –
STUBLEY LANE, DRONFIELD**

(1) **Purpose of Report** To inform the Cabinet Member of an objection received following the advertisement of a proposal to introduce waiting restrictions and to seek permission to proceed with the implementation of reduced proposals.

(2) **Information and Analysis**

Background and Site Details

Stubley Lane, Dronfield, is a mainly residential road with the notable exception of a large factory unit producing a variety of bakery products. The company is now part of the 2 Sisters Food Group, which was formerly called Gunstones. The factory has expanded in recent years, which has resulted in more staff using the local bus services and more frequent heavy goods vehicle (HGV) movements along Stubley Lane. Regular meetings are held between residents and the factory management aimed at minimising the nuisance caused by the day to day running of such a large concern. A voluntary one-way system was devised some years ago whereby HGV arrivals come up Stubley Hollow, turn left on to Stubley Lane and then turn right into the premises, and conversely, HGVs turn right when leaving, in the direction of the mini-roundabout junction with Wreakes Lane.

In a bid to encourage car drivers to use the staff car park, a limited waiting Traffic Regulation Order was introduced a number of years ago. The overall length of this restriction will be reduced slightly in line with a proposal to re-locate the marked bus stop bay (see below) but this will not be to the detriment of local residents.

In addition, Derbyshire County Council officers have recently expressed concern over the potential for long term damage to be caused to the footway and associated kerbing by HGVs parking on the bridge deck where Stubley Lane crosses the A61 Dronfield by-pass.

A concern raised by local residents is the noise and disruption generated by staff waiting at the existing bus stop when a shift ends at the bakery. Any proposal to alter the existing waiting restrictions presents an opportunity to simultaneously make some amendments to the location of the bus stop closest to houses on the north side of Stubley Lane. Discussions with representatives of the 2 Sisters Food Group has affirmed that they will provide funding for the alterations required to move the bus stop, including the provision of a shelter, to a location which is not adjacent to residential properties.

A number of residents on the south side of Stubley Lane have often requested that the voluntary one-way HGV approach and departure arrangements be made enforceable. In the absence of this being possible, they have subsequently asked that waiting restrictions be implemented in order to minimise the potential for obstruction on the departure route.

A copy of drawing No HMT/SAP/369/14 showing the proposals as advertised is attached at Appendix 1.

Objection Details

A Notice relating to the proposals was advertised on site and in the local newspaper. One objection has been received from the proprietor of The Victoria public house, which is located at the junction of Stubley Lane with Victoria Street. The premise is situated on a corner plot with frontages to Stubley Lane and Victoria Street. However, it has no off-street car parking facilities and Victoria Street is a narrow residential street where parking is already at a premium. Consequently, there is occasional reliance, by customers, for on-street parking in this vicinity.

Officer Comments

The overall proposals present an opportunity to provide benefit to residents whilst minimising the risk to highway assets by preventing HGVs parking on the bridge deck.

There is currently unrestricted parking availability on the road directly adjacent to The Victoria public house.

By relaxing the scope of the proposed yellow lines in the immediate vicinity of the Victoria public house, there will be a resultant benefit, during the evening, to a local small business without compromising the HGV route throughout the working day.

Drawing No HMT/SAP/185/15 showing the amended proposals is attached at Appendix 2.

Local Member Comment

Councillor Stuart Ellis has been informed and has responded that he feels it would be reasonable to allow a relaxation of the proposed restriction opposite The Victoria public house.

Councillor Janet Hill has been informed and has responded to point out that, as well as the on-street availability directly outside The Victoria, there is a nearby supermarket with a large car park.

(3) **Financial Considerations** This capital funded work forms part of the approved Local Transport Plan scheme for Traffic Regulation Order (TRO) works within the 2015-16 budget. The necessary work, excluding the bus stop re-location, is likely to be in the region of approximately £2,000.

(4) **Legal Considerations** Section 1 of the Road Traffic Regulation Act 1984 ("the 1984 Act") enables a traffic authority to make a TRO if it considers it expedient for a number of purposes. Schedule 9 of the 1984 Act provides that the power to make a TRO includes the power to make an Order to vary or revoke a previous TRO.

Section 2 of the 1984 Act states what a TRO may provide for and this includes requiring vehicular traffic (either generally or a specified class) to proceed in a specified direction or prohibiting it from doing so, specifying the part of the carriageway to be used by such traffic proceeding in a specified direction, prohibiting or restricting the waiting or loading and unloading of vehicles, prohibiting the use of roads by through traffic, prohibiting or restricting overtaking. 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.

Section 122 of the 1984 Act 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 both 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 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.

Having considered all the objections made, the Council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected and road markings placed on site in accordance with the new Order. 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 the 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. Officer contact details – Sue Pollard, extension 38634.

(8) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member approves that:

8.1 The amended proposals for Stubley Lane, Dronfield be implemented.

8.2 The Local Members and objector be informed accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



Strategic Director

Economy, Transport and Environment

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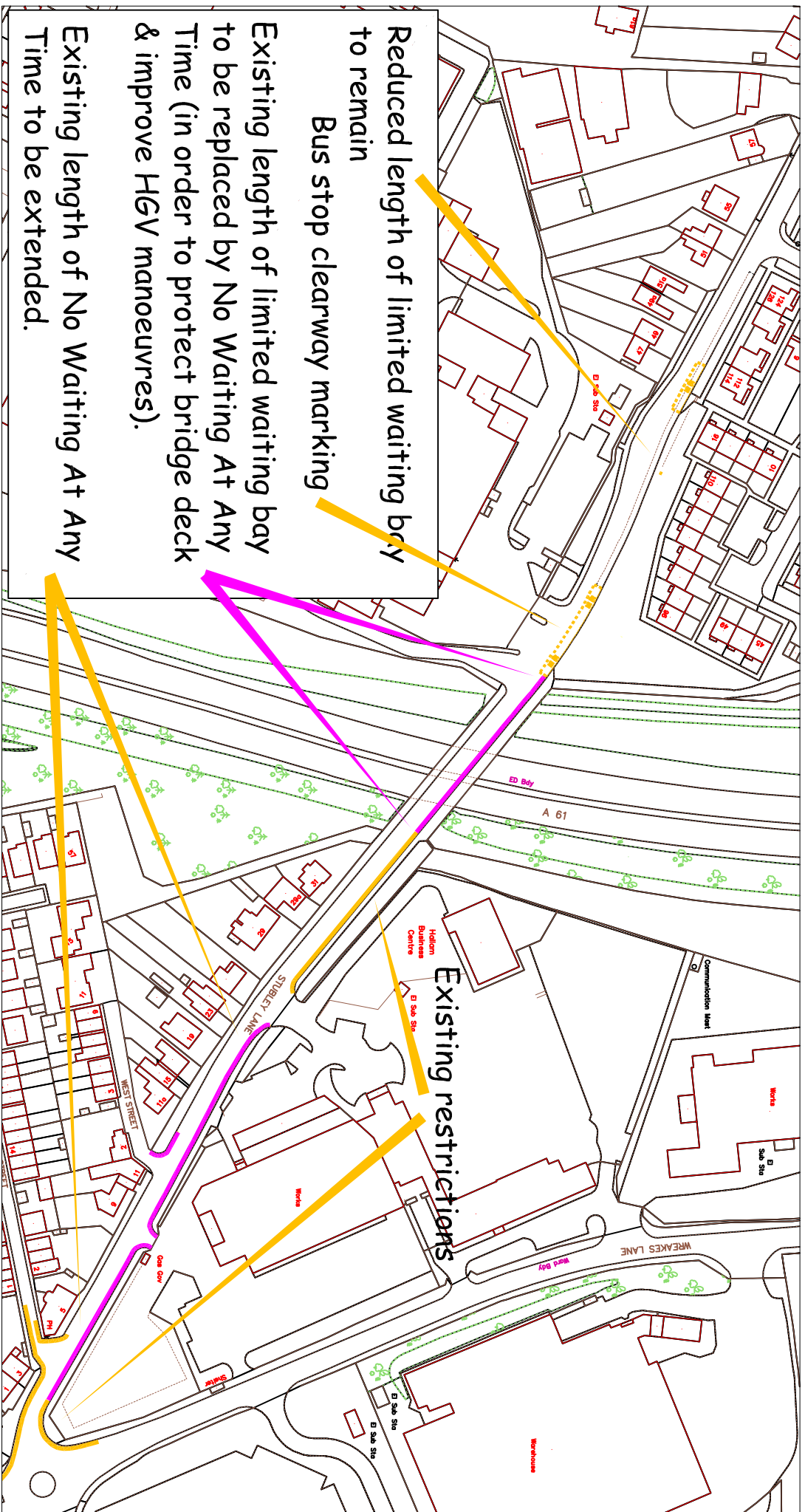
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Reduced length of limited waiting bay to remain

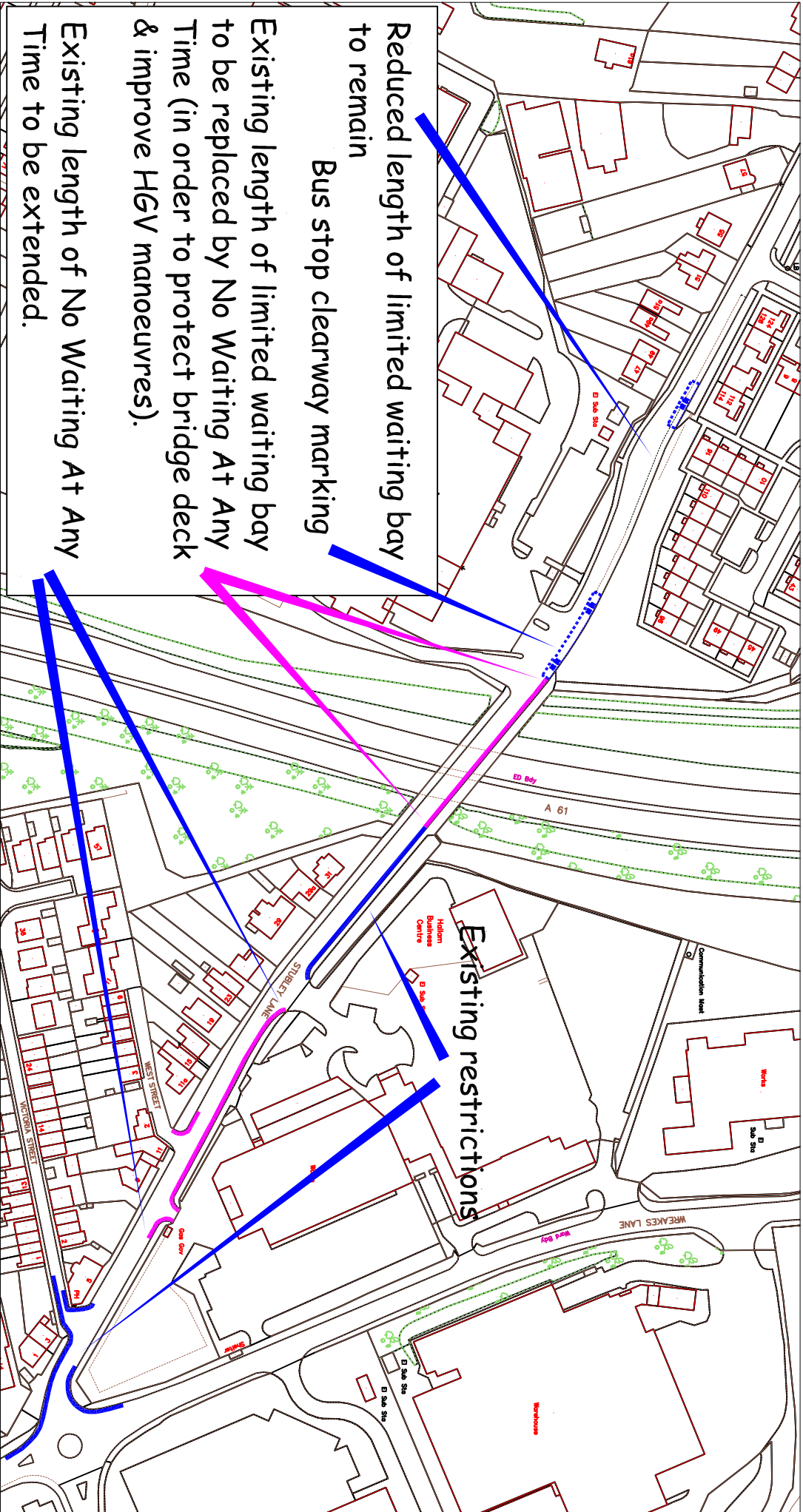
Bus stop clearway marking

Existing length of limited waiting bay to be replaced by No Waiting At Any Time (in order to protect bridge deck & improve HGV manoeuvres).

Existing length of No Waiting At Any Time to be extended.



PROJECT TITLE	STUBLEY_LANE DROWNFIELD NEDDC		
	DRAWN	CHECKED	APPROVED
	SAP	SJA	SJA
	Date 30/5/2014	Date 30/5/2014	Date 30/5/2014
DRAWING TITLE	PROPOSED AMENDMENTS TO WAITING_RESTRICTIONS		
	Project / Confirm Reference No. 867755		SCALE
	Drawing Number	HMT/SAP/369/14	
			NTS
AMENDMENT DETAILS	BY	CHKD	APVD
	DATE	NO.	



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Improving life for local people

MIKE ASHWORTH
Strategic Director
Economy, Transport and Environment

AMENDMENT DETAILS	BY	CHKD	APVD	DATE	NO.

PROJECT TITLE			DRAWN			CHECKED			APPROVED		
STUBBLEY LANE DRONFIELD NEDDC			SAP			SJA			SJA		
DATE			DATE			DATE			SCALE		
30/5/2014			30/5/2014			30/5/2014			NTS		
DRAWING TITLE			Project / Confirm			Reference No.					
PROPOSED AMENDMENTS TO WAITING RESTRICTIONS			867755								
			Drawing			HMT/SAP/185/15					
			ORIGINAL DRAWING SIZE 297 x 210 (A4)								