

DERBYSHIRE COUNTY COUNCIL

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

8 September 2015

Report of the Strategic Director – Economy, Transport and Environment

**EASTWOOD PARK DRIVE, HASLAND, CHESTERFIELD - PROPOSED
'NO WAITING AT ANY TIME' RESTRICTION**

(1) **Purpose of Report** To seek approval for minor amendments to waiting restriction proposals following the public advertisement and consultation of a Traffic Regulation Order (TRO) for 'No Waiting at any Time' (Double Yellow Lines) on Eastwood Park Drive, Hasland, Chesterfield.

(2) **Information and Analysis**

Background

Eastwood Park Drive is the main road leading off the B6039 Hasland Road and provides the only access into a large housing estate, encompassing the residential streets of Meadowhill Road, Eastwood Close, Challands Way and many more. Eastwood Park Drive also leads to the very popular Eastwood Park and its car park. During busy summer months, at weekends and especially during special event days at the park, Eastwood Park Drive suffers from inconsiderate parking on both sides of the carriageway, making it very difficult for residents to negotiate and, on occasion, causing emergency services difficulty in attending call outs.

Representations were made from members of the public and the Local Member requesting double yellow lines along Eastwood Park Drive to control parking and make it safer for users of the road. In October 2014, an initial plan, showing sections of double yellow lines, was consulted upon, including residents that would be directly affected by the proposals. In addition to this, proposals were circulated to the residents of the estate. Approximately 65 responses were returned with comments and suggestions on the initial consultation.

Following this process and taking account of comments, a revised scheme was advertised in April 2015 and consulted upon. Public notices appeared in the Derbyshire Times and they were also erected on street for the duration of the consultation period. Officers also sent out the revised plans to all those residents who commented initially on the proposals. As part of the second consultation exercise, five written objections were received, together with

some concerns over the advertised TRO and these are summarised below. The revised scheme is shown on attached drawing No. HMT/BG/210/15:

- Some residents consider that the proposals are flawed and that the problem occurs at all times of the day, every day, and not just at weekends or when events take place in the park.
- Concerns that the parking will be transferred further down Eastwood Park Drive and make life difficult for residents that live between Nos 22 and 32.
- One resident is concerned that a parking space left by the double yellow lines at the side of her drive opposite the park entrance, will cause her problems when exiting onto the highway.
- Some residents want restrictions all the way along Eastwood Park Drive on both sides as far as Eastwood Close.
- Concern about the pavement parking that currently takes place.
- Although there are new 'Free Car Park' signs, many visitors to the park still park on the road and in an inconsiderate manner.
- Consider that a small gap in the double yellow lines to allow parking at the junction of Eastwood Park Drive and Hasland Road is unnecessary and creates a danger.

Officer Comment

Officers are aware of the problems of parking on Eastwood Park Drive and have visited the site on many occasions, witnessing inconsiderate parking on both sides of the carriageway. Whilst officers have not been present at Carnival day, photos have previously been sent in showing the parking issues. A one day event is not sufficient alone to warrant such restrictions but, coupled with the parking that has been witnessed during the week, this is considered sufficient to promote a TRO.

The scheme initially consulted upon showed double yellow lines on Eastwood Park Drive from its junction with the B6039 Hasland Road, as far as the park entrance. This showed the restriction creating a chicane style parking arrangement. Following the initial consultation, it was clear that this arrangement was not met with much approval. A revised scheme was therefore consulted upon and advertised which tried to accommodate as much parking as possible with restrictions down one side. A short section of on-street parking was proposed where the road was wide enough. Parking restrictions opposite the park entrance were included.

A couple of the residents, whose houses are located on Eastwood Park Drive, wanted the restrictions continued beyond the Park Car Park entrance on the opposite side to their property and one resident wanted the restrictions extending further into Eastwood Close. Many of the residents of the estate experience parking problems at some point in the year, and finding a suitable and sensible place to terminate the restrictions has been difficult. Officers do appreciate that there may be some displaced parking due to the restrictions

proposed, however, they will continue to monitor the parking and, if a severe problem emerges, then further restrictions may be considered.

The Cabinet Member may approve minor changes to the proposed restrictions without the need to re-consult and, following the advertisement of the above TRO, it is felt beneficial to extend the double yellow lines by approximately 5m on the west side of Eastwood Park Drive to remove a parking space adjacent to the drive used to access no 28 Farnsworth Street. On reflection, officers propose to 'fill in' the gap at the bottom of Eastwood Park Drive which would accommodate 2 cars. The new restrictions are shown on attached drawing HMT/BG/210/15REV 1.

Local Member Comment:

Councillor David Allen supports the double yellow lines to be provided as advertised. He is aware of the residents' concerns, who live between 22-32 Eastwood Park Drive, and their desire to have the double yellow lines extended opposite their property, and would support this if advertised in the future.

(3) **Financial Considerations** This work forms part of the approved Local Transport Plan 2015 – 16 Capital Programme of works at a cost of £1,500.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984 (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 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 enables 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 representations which the authority shall consider. In this matter, it is considered that although the modifications constitute an increase on the length of road affected by the TRO, it is a small increase, 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 in the Economy, Transport and Environment Department. Officer contact details – Bridget Gould, extension 38759.

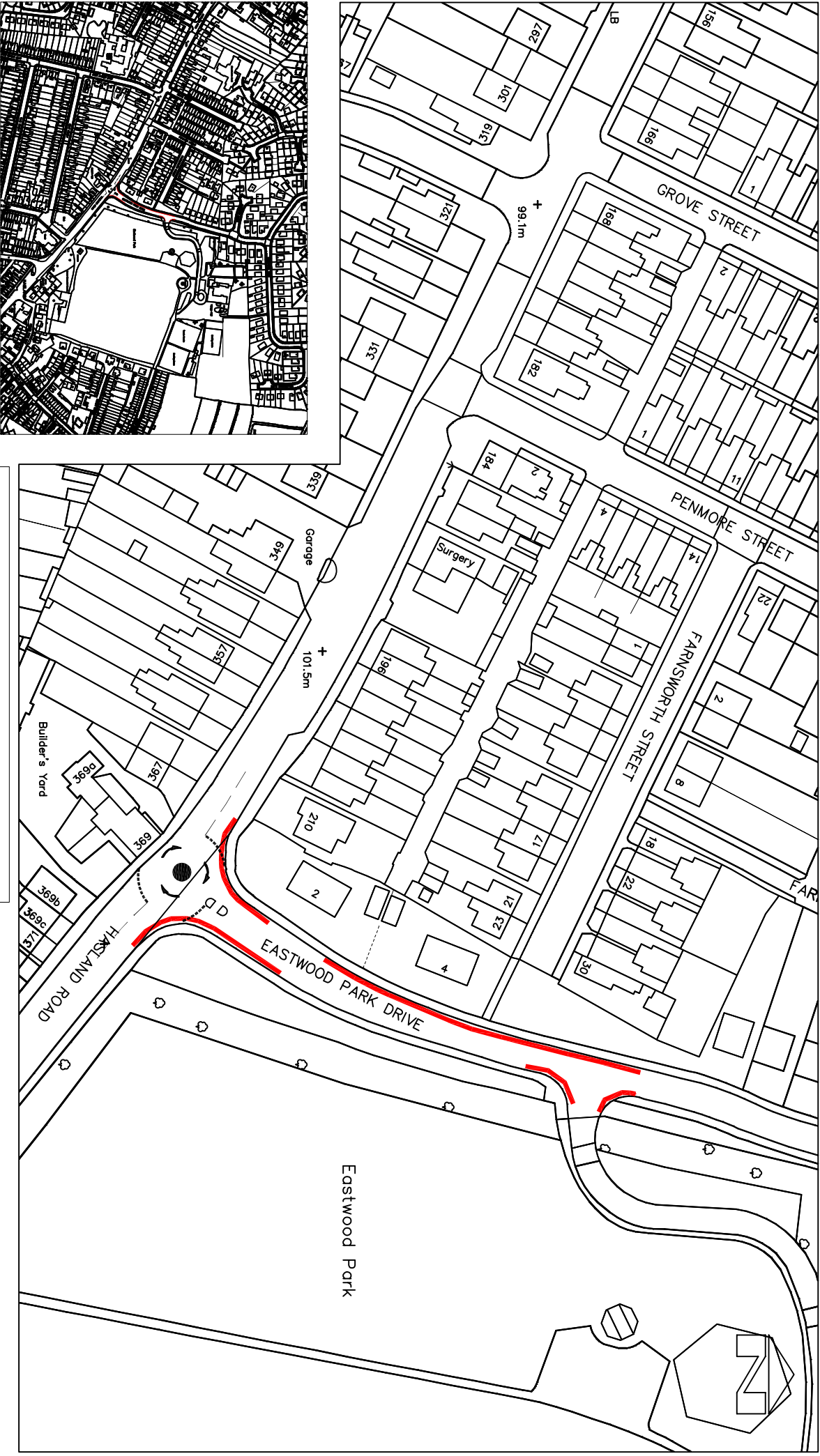
(8) **OFFICER'S RECOMMENATIONS** That:

8.1 The Cabinet Member approves the introduction of the 'No Waiting at any Time' waiting restriction and the extension to the double yellow lines on two short sections on Eastwood Park Drive, as shown on attached drawing No. HMT/BG/201/15/REV 1, funded from the 2015 – 16 Capital Programme at a cost of £1,500.

8.2 The Local Member, objectors and the Chief Constable be notified accordingly.

Mike Ashworth

Strategic Director – Economy, Transport and Environment



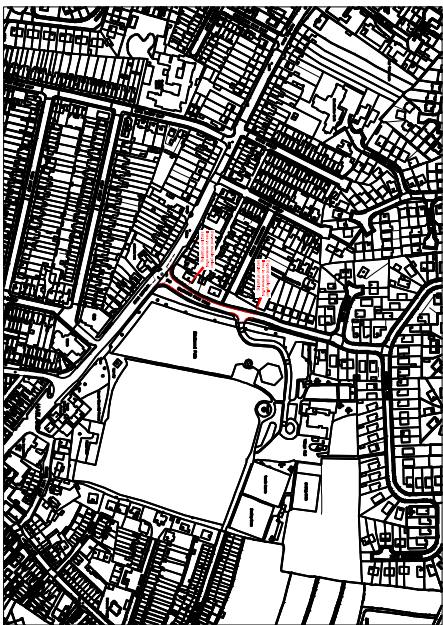
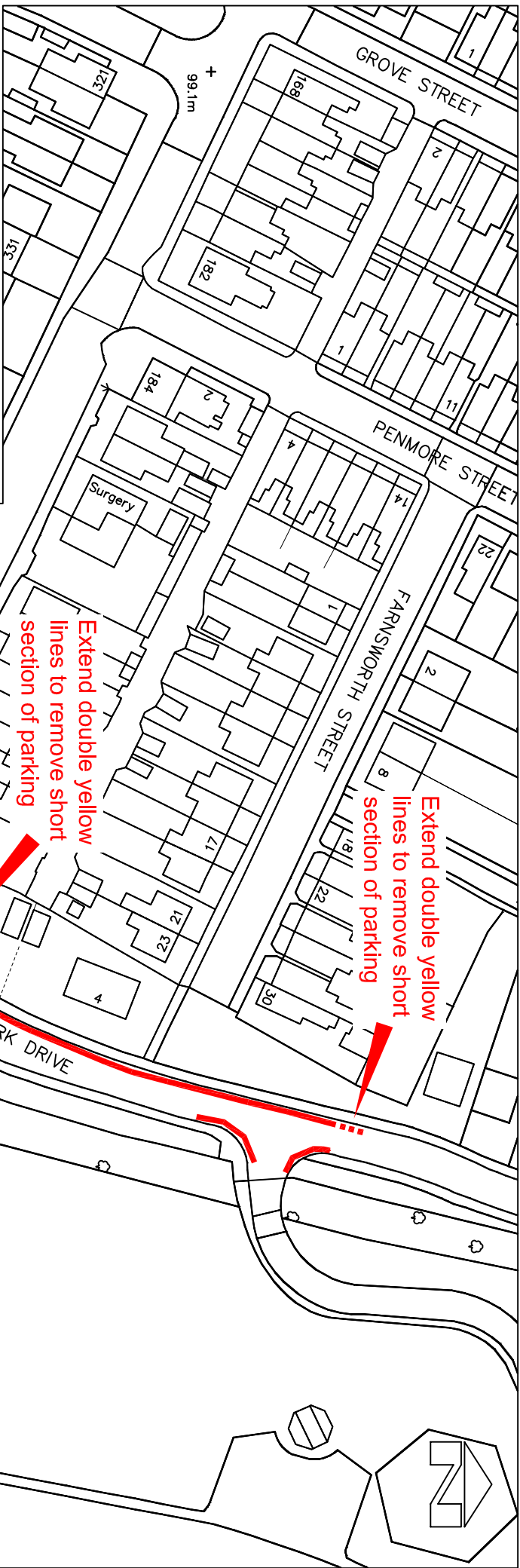
SITE LOCATION PLAN

KEY

PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

© Crown copyright and database rights 2014. Ordnance Survey 100023251.
You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

<div><div><div>DERBYSHIRE County Council</div><div>Improving life for local people</div></div><div>MIKE ASHWORTH Strategic Director - Economy, Transport and Environment</div></div>		AMENDMENT DETAILS	
PROJECT TITLE		BY	
B6039_HASLAND ROAD AND EASTWOOD PARK DRIVE HASLAND		CHRG APRD	
DRAWING TITLE		DATE	
PROPOSED NO WAITING AT ANY TIME CONSULTATION DRAWING		NO.	
DRAWN		CHECKED	
BRIDGET GOULD		SIMON TRANTER	
Date		Date	
APRIL 2015		APRIL 2015	
Project / Confirm		Date	
Reference No.		APRIL 2015	
Drawing		APPROVED	
Number		SIMON TRANTER	
HMTT/BG/210/15		Date	
Original Drawing Size: A3 (297x420)		APRIL 2015	
SCALE		NTS	



SITE LOCATION PLAN

© Crown copyright and database rights 2014. Ordnance Survey 100023251.
You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



Improving life for local people

MIKE ASHWORTH
Strategic Director - Economy, Transport and Environment

AMENDMENT DETAILS

BY	CHD/PCD	DATE	NO.

KEY
PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
PROPOSED EXTENSION TO THE NO WAITING AT ANY TIME ADVERTISED RESTRICTION (DOUBLE YELLOW LINES)

PROJECT TITLE		DRAWN		CHECKED		APPROVED	
B6039_HASLAND_ROAD AND EASTWOOD_PARK_DRIVE		BRIDGET GOULD		SIMON TRANTER		SIMON TRANTER	
HASLAND		Date	JUNE 2015	Date	JUNE 2015	Date	JUNE 2015
PROPOSED_NO_WAITING_AT_ANY_TIME		Project/Confirm Reference No.		PCE-12-001-04-01-03-01		SCALE	
CONSULTATION_DRAWING		Drawing Number		HMT/BG/210/15/REV1		NTS	
		ORIGINAL DRAWING SIZE (A3)					