

**DERBYSHIRE COUNTY COUNCIL**

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

**9 July 2013**

Report of the Acting Strategic Director – Environmental Services

**PETITION – OPPOSITION TO PROPOSAL FOR DOUBLE  
YELLOW LINES – SNITTERTON ROAD, MATLOCK**

(1) **Purpose of the Report** To inform the Cabinet Member of the results of an investigation undertaken following receipt of a petition signed by 24 residents of Snitterton Road who oppose a proposal for double yellow lines on Snitterton Road.

(2) **Information and Analysis**

**Background**

The County Council has, for some time, received complaints about the parking of vehicles along Snitterton Road, particularly at the top of the road, adjacent to and opposite driveways, and in the turning area. It is claimed that parked vehicles on this road frequently cause an obstruction for other vehicles and, particularly, heavy goods vehicles (HGVs) which are either making deliveries or have been misdirected by their satellite navigation systems. Further complaints have resulted from driveways being used by HGVs and vans for turning, due to the turning area being obstructed with parked cars; this has also resulted in damage to garden walls.

Following numerous complaints about parked vehicles causing difficulties for residents emerging from and entering their drives, and about large vehicles unable to use the turning area, a proposal for waiting restrictions (as shown on the attached drawing no ST/RS/284/12) was produced. An informal initial consultation was undertaken with residents, which resulted in numerous objections from residents who do not have off-street parking facilities. A petition was also submitted objecting to the proposals on the grounds that it would create further parking difficulties for those residents without driveways.

**Site Details**

Snitterton Road is a residential road leading from the A6 Dale Road. As a result of changes to roads in the area following the Sainsburys development,

Snitterton Road was closed between numbers 45 and 47 Snitterton Road. A turning area was provided near to the point of where the road was closed. A car park was provided for residents which is managed by Derbyshire Dales District Council. However, the car park is not large enough to cater for the full demand from residents without off-street parking facilities and there is also a charge for a permit to park in this car park.

A pedestrian entrance to Sainsburys is located on the lower section of Snitterton Road, the road is street lit and a footway is provided on one side of the carriageway. A 'No Through Road' sign is located at the bottom of the road adjacent to the shops. Existing double yellow lines extend from the bottom of the road up to the pedestrian entrance to Sainsburys.

The railway station is within walking distance and it is claimed, by several residents, that commuters park up on Snitterton Road for long periods of time. The majority of the homes on the lower section of road do not have off-street parking facilities, although the homes on the upper section (near the turning area) have drives and private parking available.

There have been no recorded injury accidents on this road over the last three years.

### **Officer Comments**

The initial consultation undertaken was to determine the views of local residents before the proposal was taken further. It is clear from the responses received that on-street parking for residents, on the lower section of road, is at a premium and that any extension of waiting restrictions in this area would be likely to cause further difficulties for nearby residents. However, there are still the issues of cars parking in the turning area, the need to maintain a clear area for vehicles to turn and also cars parking near to driveways making access and egress difficult.

Numerous site visits have confirmed that vehicles are parked on-street during the day, it is not clear who these vehicles belong to (whether residents, shoppers or rail commuters), but lack of available parking spaces on-street is clear. The road is not wide but if cars are parked sensibly on one side of the street, there is adequate space available for vehicles including delivery lorries to get to the closed section of road. However, vehicles were frequently observed parked in the turning area which would prevent vehicles (particularly HGVs) from turning. It is accepted that, occasionally, vehicles may follow out-of-date satellite navigation systems up Snitterton Road, despite the 'No Through Road' sign, and it is thus important that vehicles are easily able to turn around when they get to the closure without the need to use private driveways.

In view of the above it is recommended that a further consultation be undertaken with the proposed waiting restrictions reduced to provide an area of restriction-free carriageway to enable parking by residents on the lower section of Snitterton Road, and to maintain the proposal for double yellow lines within, and opposite the turning area, and opposite to private driveways at the top of the road (as shown on the attached drawing number ST/RS/97/13).

### **Local Member Comments**

Councillor Botham has been consulted and supports the proposal.

(3) **Financial Considerations** The cost of the provision of a Traffic Regulation Order (TRO) and the associated carriageway marking is estimated to be approximately £1,500 which will be met from the Traffic and Safety Revenue 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;
- 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 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 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.

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** Correspondence held on file 44XT within the Environmental Services Department. Officer contact details - Dawn Bryan, extension 38695.

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

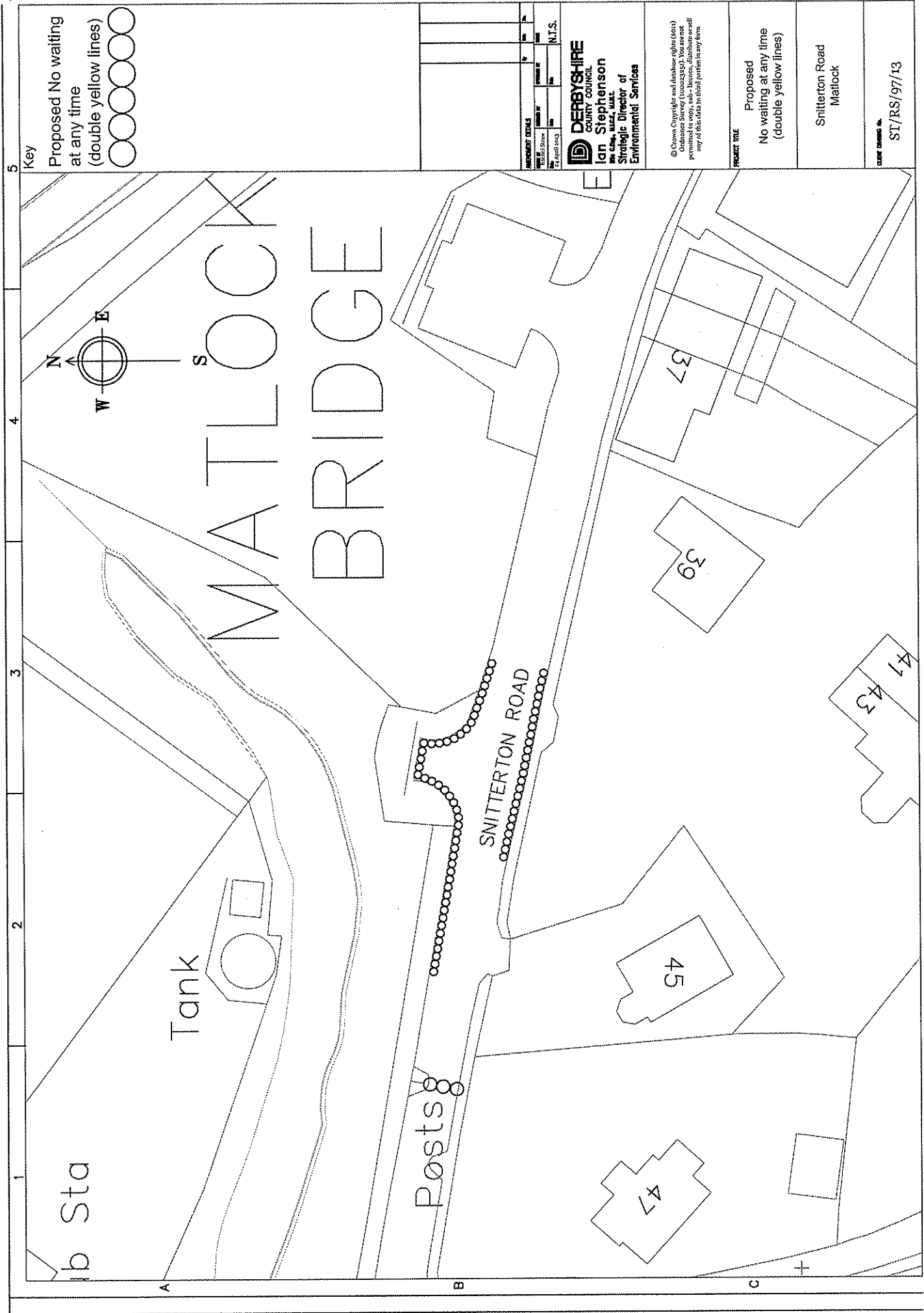
8.1 The majority of double yellow lines be omitted from the Traffic Regulation Order as requested by the petitioner.

8.2 A fresh consultation be undertaken into the revised proposals, as shown in drawing number ST/RS/97/13.

8.3 The local Member and petitioners be informed accordingly.

**Mike Ashworth**  
**Acting Strategic Director – Environmental Services**





Key  
 Proposed No waiting  
 at any time  
 (double yellow lines)  
 ○○○○○○

IMPROVEMENT DETAILS			
NO.	DESCRIPTION	DATE	STATUS
1	1.1	1.1	1.1
2	2.1	2.1	2.1
3	3.1	3.1	3.1
4	4.1	4.1	4.1
5	5.1	5.1	5.1
6	6.1	6.1	6.1
7	7.1	7.1	7.1
8	8.1	8.1	8.1
9	9.1	9.1	9.1
10	10.1	10.1	10.1
11	11.1	11.1	11.1
12	12.1	12.1	12.1
13	13.1	13.1	13.1
14	14.1	14.1	14.1
15	15.1	15.1	15.1
16	16.1	16.1	16.1
17	17.1	17.1	17.1
18	18.1	18.1	18.1
19	19.1	19.1	19.1
20	20.1	20.1	20.1
21	21.1	21.1	21.1
22	22.1	22.1	22.1
23	23.1	23.1	23.1
24	24.1	24.1	24.1
25	25.1	25.1	25.1
26	26.1	26.1	26.1
27	27.1	27.1	27.1
28	28.1	28.1	28.1
29	29.1	29.1	29.1
30	30.1	30.1	30.1
31	31.1	31.1	31.1
32	32.1	32.1	32.1
33	33.1	33.1	33.1
34	34.1	34.1	34.1
35	35.1	35.1	35.1
36	36.1	36.1	36.1
37	37.1	37.1	37.1
38	38.1	38.1	38.1
39	39.1	39.1	39.1
40	40.1	40.1	40.1
41	41.1	41.1	41.1
42	42.1	42.1	42.1
43	43.1	43.1	43.1
44	44.1	44.1	44.1
45	45.1	45.1	45.1
46	46.1	46.1	46.1
47	47.1	47.1	47.1
48	48.1	48.1	48.1
49	49.1	49.1	49.1
50	50.1	50.1	50.1
51	51.1	51.1	51.1
52	52.1	52.1	52.1
53	53.1	53.1	53.1
54	54.1	54.1	54.1
55	55.1	55.1	55.1
56	56.1	56.1	56.1
57	57.1	57.1	57.1
58	58.1	58.1	58.1
59	59.1	59.1	59.1
60	60.1	60.1	60.1
61	61.1	61.1	61.1
62	62.1	62.1	62.1
63	63.1	63.1	63.1
64	64.1	64.1	64.1
65	65.1	65.1	65.1
66	66.1	66.1	66.1
67	67.1	67.1	67.1
68	68.1	68.1	68.1
69	69.1	69.1	69.1
70	70.1	70.1	70.1
71	71.1	71.1	71.1
72	72.1	72.1	72.1
73	73.1	73.1	73.1
74	74.1	74.1	74.1
75	75.1	75.1	75.1
76	76.1	76.1	76.1
77	77.1	77.1	77.1
78	78.1	78.1	78.1
79	79.1	79.1	79.1
80	80.1	80.1	80.1
81	81.1	81.1	81.1
82	82.1	82.1	82.1
83	83.1	83.1	83.1
84	84.1	84.1	84.1
85	85.1	85.1	85.1
86	86.1	86.1	86.1
87	87.1	87.1	87.1
88	88.1	88.1	88.1
89	89.1	89.1	89.1
90	90.1	90.1	90.1
91	91.1	91.1	91.1
92	92.1	92.1	92.1
93	93.1	93.1	93.1
94	94.1	94.1	94.1
95	95.1	95.1	95.1
96	96.1	96.1	96.1
97	97.1	97.1	97.1
98	98.1	98.1	98.1
99	99.1	99.1	99.1
100	100.1	100.1	100.1

**DERBYSHIRE**  
 COUNTY COUNCIL  
 Ian Stephenson  
 Strategic Director of  
 Environmental Services

© Crown Copyright and database rights (2011)  
 Ordnance Survey (Licence 0101). You are not  
 permitted to copy or to disseminate any part  
 of this data in third parties in any form.

**PROJECT TITLE**  
 Proposed  
 No waiting at any time  
 (double yellow lines)

Snitterton Road  
 Matlock

**DATE ISSUED**  
 ST/RS/97/13