

**DERBYSHIRE COUNTY COUNCIL**

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

**9 September 2014**

Report of the Strategic Director – Economy, Transport and Environment

**PROPOSED WAITING RESTRICTIONS – SNITTERTON ROAD,  
MATLOCK**

(1) **Purpose of the Report** To seek the approval of the Cabinet Member to introduce a “No Waiting at Any Time” restriction on Snitterton Road, Matlock following objections submitted as a result of a Consultation into the proposals.

(2) **Information and Analysis**

**Background**

Following requests from members of the public, the provision of waiting restrictions on Snitterton Road was proposed and an informal consultation was undertaken with fronting properties and local stakeholders. This resulted in a number of objections from residents, who did not have off-street parking facilities, and a petition objecting on the grounds that the proposals would create further parking difficulties for those residents without driveways.

As a result of the objections and petition, the proposal was amended to reduce the amount of yellow lining proposed, in order to maintain as much road space as possible for parking.

A Statutory Consultation and advertisement of the revised proposals was then undertaken in June 2014, which resulted in two further objections; one from a local resident and one from a District Councillor expressing concerns about vehicles being double-parked at the top of the road. In the event of an emergency, it was felt this may prevent access by emergency services and which may also make access to a private driveway difficult.

**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. A turning area was

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provided near to the closure and there is a car park which is provided for residents and 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**

It is clear that on-street parking for residents in the lower section of the road is at a premium. There are issues of cars parking in the turning area conflicting with the need to maintain a clear area for vehicles to turn, and also cars parking near to driveways making access and egress difficult.

To maintain emergency access, it is proposed that a small extension to the waiting restrictions, which would result in the removal of one to two parking spaces at the top of the road, would suffice to ensure that emergency access is possible at all times, but still leave the remainder of the road available for on-street parking.

### **Local Member Comments**

Councillor Botham is aware of the contents of this report and satisfied with the proposals.

(3) **Financial Considerations** The approximate cost of £500 for the scheme will be met from the Traffic Regulation Order Works budget which is include with the Local Transport Plan Capital schemes programme for 2014/15.

(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

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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 Traffic Regulation Order (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 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 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.

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

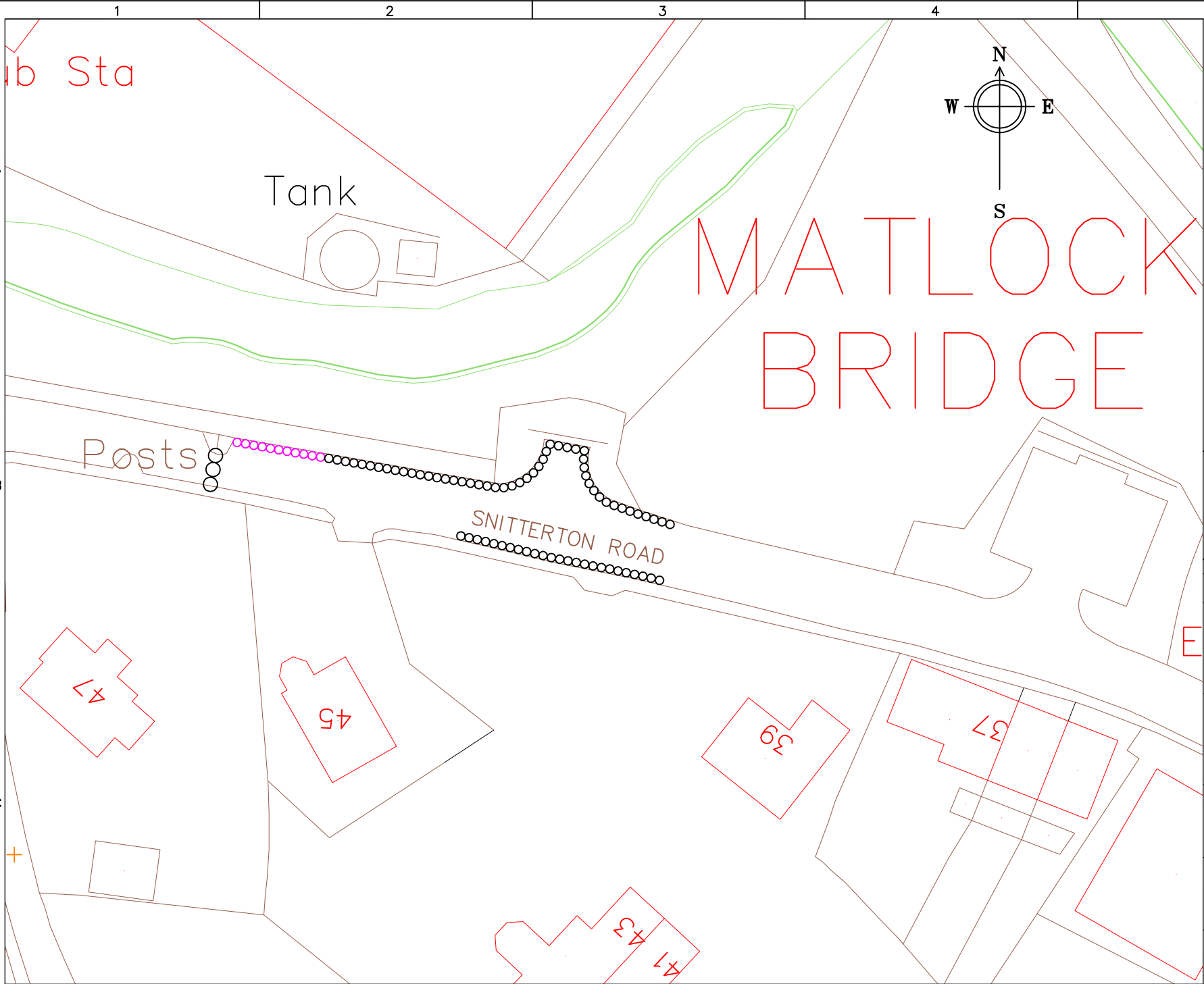
(7) **Background Papers** Correspondence held on file within the Economy, Transport and Environment Department. Officer contact details - Dawn Bryan, extension 38695.

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

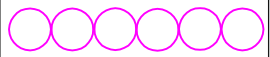
- 8.1 The "No Waiting at Any Time" restriction on Snitterton Road, Matlock be extended on the north side as advertised, (as shown on the attached plan) to ensure access in the event of an emergency.
- 8.2 The remaining restrictions be implemented as advertised.
- 8.3 The local Member and objectors be informed accordingly.

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





Key  
Proposed extension to  
(double yellow lines)



AMENDMENT DETAILS			
Drawn by Rachel Straw	Checked by	Approved by	Scale
Date 24 April 2013	Date	Date	N.T.S.

**DERBYSHIRE**  
COUNTY COUNCIL  
**Ian Stephenson**  
BSc C.Eng., M.I.C.E., M.A.S.T.  
Strategic Director of  
Environmental Services

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

Snitterton Road  
Matlock

**CLIENT DRAWING No.**  
ST/RS/97/13