

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**3 May 2016**

Report of the Strategic Director – Economy, Transport and Communities

**PROPOSED WAITING RESTRICTIONS, LOADING BAY, AND ON STREET CHARGING ORDER 2016 - DALE ROAD, NORTH PARADE AND SOUTH PARADE, MATLOCK BATH (HIGHWAY, TRANSPORT AND INFRASTRUCTURE)**

- (1) **Purpose of Report** To consider objections following the public advertisement and consultation on various Traffic Regulation Orders including a pay and display scheme in Matlock Bath, including a petition requesting the abandonment of the proposals for Matlock Bath and to determine whether a Traffic Regulation Order should be made for Matlock Bath.
- (2) **Information and Analysis** Due to the local interest on this matter, it was considered appropriate to refer the matter to Cabinet for a decision.

**Introduction**

Matlock Bath is a small thriving tourist destination which nestles in between Cromford and the Spa Town of Matlock. Its two Parades are adjacent the River Derwent and attract thousands of visitors every year. The businesses that front the Parades include tea rooms, fish and chip shops, gift shops and general stores and are supported by various family attractions including Gulliver's Kingdom Theme Park, The Heights of Abraham and Cable Car, Matlock Bath Aquarium and the Mining Museum. Traditionally, the Parades have been popular with motorcyclists on Sundays visiting Matlock Bath on a run out in the Peak District. In September and October, Matlock Bath is also renowned for its illuminations and attracts thousands of visitors to see the decorated illumined boats and fireworks in the early autumn months.

Effectively managing parking for visitors, businesses and residents is clearly a priority for the town to continue to thrive.

**Existing Parking Arrangements**

There are three main public off street Pay and Display Car parks in Matlock Bath. These include Station Yard (241 spaces), The Pavilion (44 spaces and maximum stay 2 hours), Temple Road (195 spaces) and the nearby Artists Corner (149 spaces). These are all owned and maintained by Derbyshire Dales District Council.

Currently, the prices for these District Council operated car parks are:

0-1 hour	£1.30
1-2 hours	£2.20
2-3 hours	£3.30
3-4 hours	£4.40
All day (up to 8pm)	£5.50
Coaches per 3 hours	£5.00

North and South Parades and Dale Road North currently have free short stay parking bays with a 1 hour limit between 8am – 6pm. This is enforceable by the Civil Enforcement Officers (CEO's) and they also enforce the off street car parks for the District Council. The use of time limited parking assists in allowing parking spaces to be available and promotes a turnaround in customers.

### **Parking Proposals**

There is considerable history behind the proposed changes to the parking arrangements, as outlined later in this report.

However, the principle underlying the current proposals is to provide a better balanced parking provision in the town. The proposals will allow people to stay longer in the centre of town, but to enforce the new parking regime, it will be necessary to charge for the on-street parking element. The funds raised will cover the cost of this enforcement and ensure that compliance is met.

Briefly, the proposals are to replace the free one hour limited stay with:

- 2 hours parking on North and South Parades.
- 4 hours parking on Dale Road.
- Loading bays for the businesses on the Parades.
- Retain some free parking on North Parade but limit it to 20 minutes duration.
- Parking restrictions will apply from 10am to 6pm every day, rather than existing 8am to 6pm.

The proposed changes for parking are set out in drawing nos. HMT/BG/572/15A and HMT/BG/572/15B, attached to this report. Briefly though, the charges will be:

Cars	- up to 1 hour	£1.30
	- up to 2 hours	£2.20
	- up to 3 hours	£3.30
	- up to 4 hours	£4.40
Motorcycles	- up to 1 hour	£0.50
	- up to 2 hours	£1.00
	- up to 3 hours	£1.50
	- up to 4 hours	£2.00

## History of Proposals

Proposals for revising parking arrangements have been in preparation for a number of years. While the details of the history are outlined in the report, a brief timeline is included below:

January 2011	Preliminary consultation on proposals.
July 2012	Recommended that the proposal was not progressed.
March 2013	Agreement met to proceed with proposals as set out.
February 2014	Review of Derbyshire locations where on-street pay and display may be appropriate.
July 2015	Preliminary consultation on Matlock Bath proposals.
December 2015	Formal consultation on Matlock Bath plans.

Cabinet approved a proposal in the 2010-11 Local Transport Plan to introduce a Pay and Display parking scheme in Matlock Bath, which was initially consulted upon in January 2011. Following this process, lengthy discussions took place with the Parish Council over various aspects of the scheme and, finally, approval was given in July 2012 to go to formal advertisement and consultation.

The Authority received objections to the proposed scheme, and two petitions: an on line petition containing 3,227 signatures and a paper petition containing 3,293 signatures both from the Sheffield Motorcycle Centre opposing the introduction of pay and display parking charges. These were reported to the meeting of the Cabinet Member - Highways and Transport on 5 March 2013, with a recommendation that the proposal to introduce on-street parking charges for Matlock Bath should not be progressed. This was approved, and the proposed scheme abandoned.

On 11 February 2014, a further report was prepared and approved at the Meeting of the Cabinet Member – Jobs, Economy and Transport (Minute no. 23/14) to review various locations throughout the County where possible on street pay and display schemes could be implemented. Whilst many locations were considered, approval was given to investigate a scheme in Matlock Bath, amend the existing restrictions in Buxton, and investigate the feasibility of extending the times of the existing on street pay and display scheme in Castleton.

The 2014 report supported the proposal that there is scope for introducing on-street pay and display charges in Matlock Bath, both in terms of enhancing the economic vitality of the town, and in being financially viable for the County Council to operate. At the time, it was suggested that there was need to recognise the special relationship Matlock Bath has with motorcyclists and to design charges and review the waiting times allowed accordingly.

Following this approval, a scheme was prepared for Matlock Bath and initial consultation carried out in July 2015. The 2015 proposed scheme, which is the subject of this report, differs from the scheme which was put forward in January 2011 in the following ways:

<b>Proposal</b>	<b>2015 Scheme</b>	<b>2011 Scheme</b>
Pay and display on North and South Parades to operate	10am – 6pm	10am – 8pm
Maximum stay on North and South Parades	2 hours	1 hour
Maximum stay on Dale Road	4 hours	3 hours
Parking fee for motor cars:		
- up to 1 hour	£1.30	£1.20
- up to 2 hours	£2.20	£1.90
- up to 3 hours	£3.30	£3.00
- up to 4 hours	£4.40	£4.00
Parking fee for motorcycles	£0.50 per hour	£0.50 per hour

The 2015 revised scheme proposes that the existing free 1 hour limited waiting on North and South Parades, and Dale Road, are changed to pay and display for a maximum stay of 2 hours and 4 hours respectively. All the charges are detailed in the public notice published on 3 December 2015, attached in the appendices to this report. The scheme also takes into account the suggestion by Matlock Bath Parish Council to provide a short stay waiting bay to assist a quicker turn around in trade, and the introduction of two dedicated loading bays to enable deliveries to local businesses. All the proposals are shown on drawing Nos HMT/BG/572/15A and HMT/BG/572/15B.

The preliminary consultation in July 2015 was undertaken with all fronting premises on the A6, the Matlock representative of Motorcycle Action Group (MAG), the Sheffield Motorcycle Centre, and with various other stakeholders and local consultees. This resulted in representations from 29 residents and traders of Matlock Bath, 11 responses from other external interested parties, Derbyshire Dales District Council and Matlock Bath Parish Council. These representations were acknowledged, and the parties were assured that their views would be taken into account along with any additional responses received during the formal advertisement and consultation period. These representations are shown in Appendix A.

On 3 December 2015, the formal consultation process commenced, with a closing date of 22 January 2016. Public notices appeared in the Matlock Mercury and were also erected on street for the duration of the consultation period, which was extended due to the Christmas break. During this time, the Council received 51 written objections, 1 letter of support and a petition containing 7,750 signatures campaigning against the pay and display charges. The petition was received at the meeting of the Cabinet Meeting – Highways, Transport and Infrastructure on 1 March 2016 (Minute no. 19/16 refers). The written objections and support are detailed in Appendix B of this report.

A protest ride was also organised in Matlock Bath using Facebook on 6 March 2016, with some disruption on local roads in Matlock, Matlock Bath and Cromford. This ride was covered by the local television stations.

Officers recognise that since the first proposal was abandoned in March 2013 the original concerns/objections expressed at that time by motorcyclists and businesses owners have remained. These concerns were taken into account in preparing the new proposals and, in particular, charging for motorcyclists, the time limit of the restriction, the provision of dedicated loading bays and of a short stay limited waiting bay in the vicinity of the General Store. Despite these changes to the previous proposals, the Authority has been presented with a 7,750 signature petition and numerous written objections from residents/local businesses and motorcyclists.

The proposed increase in the length of time limit for waiting along Dale Road from 1 hour to 4 hours will increase the amount of short to medium stay parking available on the outskirts of Matlock Bath with all day parking still being available in the District Council Car Parks. This section of Dale Road has always been considered underused for parking, as 1 hour limited waiting is not enough time to utilise the services on offer in Matlock Bath once the time it takes to walk to and from the village centre is taken into consideration. North and South Parades also currently have 1 hour limited waiting and it is this area that is primarily used for short stay parking particularly on fine Sundays by motorcyclists.

### **Objections Received**

The majority of the objectors consider that the Authority is against motorcyclists visiting Matlock Bath and that the introduction of parking charges will have a detrimental effect on visitor numbers and businesses in the area. The objections and support are shown in Appendices A and B with an officer response where appropriate, but a summary of the main objections and comments received are as follows:

- Negative impact upon trade for businesses and the local economy, particular as motorcyclists spend significant amounts of money during their visits.

- Costs incurred by motorcyclists.
- Reference to free motorcycle parking in many other areas with specific reference to Stratford upon Avon.
- Thinks the Authority considers motorcycling anti-social and that the Council dislikes motorcyclists and has a vested interest in introducing the scheme.
- Scheme will create tensions between motorcyclists and Civil Enforcement Officers.
- Charges will reduce visitor numbers, especially motorcyclists.
- Feel that there should be motorcycle only parking areas.
- Suggest the first hour for motorcyclists should be free.
- Money raised in parking charges will not benefit the local economy.
- Reduce tourism in Matlock Bath.
- Trade will transfer to Matlock where it is free of on street charges.
- Reduce employment in Matlock Bath.
- The funding generated should be used for surveillance cameras.
- Motorcyclist take up less space than cars so charging is unfair.
- No way of displaying a ticket on a motorcycle and that tickets will be removed or fall off.
- Concerned that the length of stay is not enough.
- Concern that residents will be charged when they cannot access the residential roads due to winter weather conditions.
- The iconic, traditional and famous meeting place for motorcyclists will be lost.
- Will deter locals using facilities for “one off” purchases and deter passing trade.
- Complaints about current lack of enforcement.
- Concerns the visitors will now park on the “access only” residential streets.
- That seasonal parking and the use of a Derbyshire Dales residents pass should also be considered.
- The public advertisement and consultation was carried out in the winter months, which reduced the level of objections to the scheme.
- No parking for residents.

### **Officer Comments**

A response to the objections is provided in Appendix B, but the following subject areas expand upon some key areas of concern and are also considered relevant in the determination of the proposals.

### **Loss of trade and decline in visitor numbers to Matlock Bath**

As mention earlier Matlock Bath is popular tourist destination with numerous facilities and attractions which attract thousands of visitors every year. The variety of shops is of course supported by various other family attractions and events held throughout the year. Whilst the Council appreciates and acknowledges the reservations of traders that the parking charges may affect

their trade there are examples throughout others areas of Derbyshire and the rest of the country that do not indicate a relationship between charging and a loss of trade in popular tourism areas. Indeed a good balance between short and longer stay facilities does prove to encourage trade with readily available parking for all types of visitors. If introduced, the scheme would be subject to review and minor refinements as it is recognised that circumstances can change. It has been suggested that the shops and business may like to discuss working with the Council to explore offering a discount to their own customers who have paid for parking. Further discussions on this could take place between the traders, the County Council and the District Council regarding this should the scheme be implemented.

### **Parking Charges**

The introduction of the charges allied with associated parking controls generally offers a number of benefits including:

- Regular turnover of parking spaces “contributing” to the benefit of local businesses, with longer stay parking available in off-street car parks.
- Well resourced, efficient and regular enforcement of parking in Matlock Bath, funded by income from the scheme.
- The ability to assist deliveries in terms of accessibility to the businesses at busy times.

Whilst the comments regarding the lack of trade in the village are noted, experience has shown nationally and indeed locally that on street pay and display schemes in areas which experience high levels of visitors at certain times are accepted and an essential tool to control and best manage traffic and parking.

The County Council welcomes motorcyclists as they would any other visitor to Derbyshire, and certainly would not wish to see them leave the area. It is acknowledged that motorcyclists are a group that also spend money and time in the pubs, cafes, chip shops and specialists’ shops, and that is why extending the time allowed to park and making it only 50p an hour would still allow motorcyclists the freedom to come, and still make Matlock Bath an attractive place to visit. The County Council believes that this is a reasonable charge for motorbikes, taking into consideration their size.

The charges for other vehicles are in line with those in the District Council’s off-street car parks. A member of the public has questioned why motorcyclists would not pay the same as a motor vehicle as they do in the off-street pay and display car parks. The reasons stated above were given and the fact that it is possible to accommodate several motorbikes in the same space that an average motor vehicle takes up.

The proposed charges would ensure that the scheme would be self-financing and any surplus would be used to contribute towards an effective parking

management service in Derbyshire. This is consistent with the Traffic Management Act and the role local authorities play in traffic and parking management.

### **Enforcement Activity**

The ease of enforcement of a Pay and Display scheme in Matlock Bath, is another reason for its proposed introduction. Civil Parking officers (CEO's) will be able to see quickly if a vehicle has overstayed its time, and this can be done in two ways. The first is by displaying the ticket in or on the vehicle or secondly by using a 'pay by phone' system, which is being considered by the Council. This is a cashless parking system, whereby the vehicle owner pays over the phone using a credit / debit card, and instantly the CEOs can see which vehicle has paid using their handheld devices. No ticket is issued. Concerns have been raised as to where motorcyclists are supposed to display the parking ticket, and paying by phone is one option. Another is by having a split ticket arrangement where half can be displayed and the other half taken away as proof of payment.

Despite extending the existing 1 hour limited waiting to 2 hours, this would undoubtedly increase the turnover of vehicles as enforcement will be simpler and quicker. Currently, it is very time consuming and difficult for CEOs to check timings and then return in an hour to see if a vehicle has exceeded the time limit. A 2 hour limit is still considered to be relatively short stay and it is not felt this will adversely affect a good turnover of trade. The new time limits would therefore allow visitors that bit longer to stop and enjoy the delights Matlock Bath has to offer.

### **Loading and Short Stay Parking Bays**

The introduction of two loading bays would see dedicated areas for businesses and residents to load and unload, without the need to double park on the A6, which does cause traffic congestion at certain times of the day. The 20 minute limited waiting bay in the vicinity of the General Store would also help short stay shoppers to pop in and purchase goods from this, and other premises in the area without the need to purchase a ticket. The starting time of the restriction has been set at 10am instead of the existing 8am, so that residents can park up to 10am without the need to move their vehicle, and that early morning passing traffic can stop and purchase goods from the General Store. This General Store has been highlighted as a vital resource to the local community.

### **Residents' Only Parking**

There has been some resistance to the proposals from residents of Matlock Bath. Currently there is a 'Prohibition of Driving, Except for Access' on the majority of residential roads in Matlock Bath, and some residents, especially on the lower sections of Clifton Road, Holme Road and Temple Road do suffer from parking by non-residents. It was agreed at the last round of consultation in 2012, that if the parking situation on these 'Access Only' roads



deteriorated following the introduction of a Pay and Display scheme, and that agreement and support was made with all the residents, the Authority would consider introducing a Residents' Only Parking Scheme. This offer would remain open to residents should a pay and display scheme be implemented.

### **Derbyshire Dales Permits**

Derbyshire Dales District Council, gives out annual parking permits which allow residents to park free in the District Council off street car parks before 11am and after 4pm. Consideration was being given to allow this concession in the Pay and Display bays in Matlock Bath, however, is not clear whether this is permitted by the Statutory Regulations and therefore it has been removed from the proposed Traffic Order. Officers are mindful that this would help residents and businesses in the area and will continue to investigate this as a possibility.

### **Local Member Comment**

Councillor Irene Ratcliffe is supportive of the proposals as she recognises the benefits the turnover of visitors has on the economy of Matlock Bath by easier enforcement. She does, however, recognise that many of the businesses do rely heavily on income generated by motorcyclists and does not want to see them displaced to other areas of the country. Councillor Ratcliffe is keen that the County Council should reassure motorcyclists that there is not a curfew on them, as has been incorrectly publicised, but that they are still very welcome in the Derbyshire Dales.

### **Officer Recommendations**

The proposals set out in this report are intended to improve the parking provisions in Matlock Bath for visitors, businesses and residents alike. The proposals allow longer time for on-street parking in the Parades and Dale Road, while still permitting limited 20 minutes free parking. Loading bays are provided for local businesses, and the time restrictions are 10am to 6pm.

Effective enforcement will require funding, which will come from the modest changes proposed.

While it is acknowledged that the proposals have generated considerable interest and concern among consultees, it is concluded that the proposals represent a balance between often conflicting views and needs, and to approve the proposals as set out in the report.

**(3) Financial Considerations** The cost of the scheme for the introduction of these traffic and parking management improvements and the associated Traffic Regulation Orders, estimated at £40,000, will be met from an approved Local Transport Plan Capital Budget from 2015-16 for parking management measures. It is estimated that the revenue generated will self-finance the future operation of the scheme and contribute towards the civil parking enforcement service in Derbyshire.

(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; 2i) 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 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 give them an opportunity to make a representation which the authority shall consider. In this case, there are no modifications to the proposed Order as advertised in the press.

Having considered 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 more than two years after the date of publication of the notice of proposals. No part of a Traffic Regulation Order can come into force before that date when it is intended to publish a notice of making.

(5) **Equality and Diversity Considerations** An initial equalities analysis has been carried out as a consequence of which it is not considered that the proposals will significantly adversely affect any protected groups with the

exception of disabled people. However, legislation allows disabled users to park free of charge and without the constraints of operational times. There is therefore no change to the present arrangements for disabled users. The initial analysis did recognise there may be an adverse impact on poorer people who experience financial exclusion due to the proposed introduction of charges for parking. The nature of the proposal is such that there is no identified means of mitigating or avoiding the impact on this group. Whilst Members will wish to take account of this it is, however, a non-statutory consideration for the purposes of an equality analysis.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, human resources, environmental, health, property and transport considerations.

(6) **Key Decision** No.

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

(8) **Background Papers** Correspondence held on file in the Economy Transport and Communities Department, Traffic and Safety Team.

(9) **OFFICERS RECOMMENDATIONS** That Cabinet:

- 9.1 Considers the objections and representations received relating to the proposed introduction of revised on-street parking facilities in Matlock Bath.
- 9.2 Approves the introduction of the Traffic Regulation Order in Matlock Bath as shown on attached drawing Nos. HMT/BG/572/15/A and HMT/BG/572/15/B.

**Mike Ashworth**  
**Strategic Director - Economy, Transport and Communities**

## Appendix A – Initial Consultation Comments

### Resident and Trader Objections

1	Trader	Believes that the scheme is flawed and will impact on trade and tourism.
2	Trader	Considers Matlock Bath an easy target for raising funds, compared with other towns. They state busy for part of the year yet local people would be inconvenienced all year.
3	Resident and Trader	Concerned about paying to load and unload shopping etc. Believes will lose trade from people shopping for short time to buy things. Considers motorcycles the main problem and wants them subject to parking charges.
4	Trader	Parking should be free for two hours, tourists will be deterred affecting their business.
5	Trader	Charging will push visitors to park on side streets. In winter, few visitors will want to pay for parking. Has various ideas for improving Matlock trade generally.
6	Trader	Concerned about loss of trade as believes bikers' tickets will fall off, no provision for trader parking and loading, considers that the proposed loading bays are no good for their rolling beer barrels.
7	Trader	Concerned about deterring customers, 1 hour free is enough for customers to have tea and cake, concerned about requests for change.
8	Trader	Discourage customers, times will lessen turnaround, no parking for residents.
9	Trader	Proposals not clear enough re charges and length of time will have effects on businesses.
10	Trader	There is enough existing paid parking, will discourage customers who park for short periods of time.
11	Trader	2 hours not long enough for required trade, states this is a tourist area and not an inner city.
12	Trader	Concerned about decline in trade, would like more information.
13	Trader	Do not want customers to pay for parking.
14	Trader	Considers that it would discourage visitors to Matlock Bath.
15	Trader	Proposals will result in increased demand for parking on residential streets.
16	Trader	Sees no reason to charge as car parks already charge and does not want more people asking for change.
17	Trader	Deterrent to visitors, complaint about rates bill.
18	Trader	Killing trade.
19	Trader	Do not know enough about charges.
20	Trader	Will affect their local and passing trade, out of season trade keeps them going and believes customers will not stop for half hour.
21	Trader	Considers there is adequate paid parking already, charges would have a negative impact on their business.
22	Trader	Would be a massive inconvenience to their customers and their business.

### Objecting Motor bikers

1	Motor Biker	Impacts on businesses with loss of trade by motor bikers.
2	Motor Biker	Impacts on businesses with loss of trade by motor bikers.
3	Motor Biker	Believes that all traders except one are in opposition, believes scheme is resultant of one trader wanting to affect other businesses. Argues proposal is discriminatory against motor cyclists. Will be detrimental to local economy.
4	Motor Biker	Impacts on businesses with loss of trade by motor bikers.
5	Motor Biker	Impacts on businesses with loss of trade by motor bikers.
6	Motor Biker	Impacts on businesses with loss of trade by motor bikers.
7	Motor Biker	Were involved in a petition regarding the previous consultation in 2012 and feels the same today.

### Support

1	Resident	No comments.
2	Trader	Will improve traffic flow, two hours is the right time, will prevent other traders parking all day for free, would like smart ticket machines to avoid the need for change.
3	Trader	Pleased that blue badge holder's will not park free of charge all day. Concerned that enforcement will not be done properly as they currently do not enforce the 1 hour parking restriction
4	Statutory Consultee	Does not want to see motor cycles parked on pavement on opposite side. Only wants charging during tourist season. Wants Derbyshire Dales District Council permits to residents to apply.
5	Statutory Consultee	Queries about enforcement, particularly motor cycles, and does not want them parked on the pavement on the opposite side.
6	Statutory Consultee	Welcomes the scheme and hopes the consultation will point out further improvements.

### Undecided

1	Statutory Consultee	Wants parking in the area looking at holistically. Wants Residents Parking and Holme Road looking at in conjunction with proposals. Disappointed not to have been informed earlier.
2	Resident	Considers it may make situation worse on the hillside.
3	Trader	Due to lack of information at early consultation unsure and has concerns about the lack of enforcement.
4	Trader	Not enough information provided on how it would affect business.
5	Trader	Not enough information to make an informed decision and wants effective enforcement.

## Appendix B - Formal Consultation Comments

	Objection	Officer Comment
1	Keen motorcyclist visiting Matlock Bath (MB) since 1980 considers negative impact and bad for business that rely on weekend and summer month trade. Motorbikes cost as much as a car and the typical profile have disposable income. Free Parking at Stratford upon Avon.	Stratford upon Avon has an Off Street Car park with dedicated motorbike spaces. Could not provide in Matlock Bath as the bays are for all types vehicles to use.
2	Keen motorcyclist visiting MB since 1980. Dismayed that the proposal has reared its head again. His opinion is that would harm businesses and the Authority's reputation. Free Parking at Stratford Upon Avon. Have large disposable income and that he considers that a one or two individuals in power have a dislike of motorcycles and/or the type of people they think ride them.	The Authority does not dislike motor bikes, instead wants then to continue visiting Matlock Bath. A turnover of vehicles due to better enforcement on the Parades will ensure more available space for all visitors.
3	Motorbikes move freely and easily, MB is their focal point for a number of trips. Disagreements with CEO will create social tension and considers that monitoring, enforcement and parking levy is not cost effective. Inconvenience of having to pay. Hassle to find money in pockets to pay. Thinks the Authority considers motorcycling as anti-social.	There should not be any additional disagreements with CEO's as currently they already enforce the 1 hour limited waiting. Payment methods have been discussed in the report.
4	Popular bikers destination to view bikes, buy food like being at the seaside. Considers restricting the usage is economic suicide and wants the tax payer's money saving on a doomed to fail initiative.	The Authority is not restricting usage by motor bikers.
5	He has no objection to parking charges but thinks it will have a serious effect on the businesses. His more serious concern is the time limitation which will stop many visitors from coming to MB and relaxing for a few hours.	There is currently a 1 hour limited waiting in place which the Authority is extending to 2 hours on the Parades and up to 4 hours on Dale Road.
6	Attending for over 50 years suggests MB will become a ghost town.	Matlock Bath is a thriving village every day of the week in Summer months and not just a Sunday and is fast becoming a popular destination in the offseason too.
7	Visits on a regular basis on his motor bike and will no longer visit if road side parking is introduced.	Disappointed that motor bikers will not pay 50p to park.
8	Considers DCC greedy and anti-motorcycle. Wants motorbike parking only on the Parades on a Sunday.	Not appropriate and discriminative against other motor vehicles.
9	The Motor Cycle Rider Group who support local businesses who have suffered in Derbyshire due to the reduction of legal motorcycle trail riding lanes and considers the 50 businesses in MB are facing considerable hardship due to the reduction on motorbikes if charges are introduced.	See previous officer comments.

10	<p>He often visits MB and is one of the best biking areas in the north and Midlands. Considers many other motorbike destinations do not charge for motorbikes. Bikers spend a huge amount of money and the parking charges will see bikers avoid MB and intern lost revenue for the businesses.</p> <p>Suggests an hour's free parking for motorbikes to welcome motorbikes and create movement of traffic to allow more visitors to park and spend.</p>	<p>This has been discussed in the report and enforcement will still be an issue that is why a nominal charge for motor bikes has been proposed.</p>
11	<p>He wants the existing parking arrangement to remain. Motor bikers contribute hundreds of thousands of pounds into the local economy and consider that a biker will spend a fair amount of the day in MB. Thinks that the money raised will not benefit the local economy.</p>	<p>As discussed in the report, the revenue will finance the enforcement, which in turn will increase turnover and benefit the local economy.</p>
12	<p>Has not put in an objection but has been invited to join the protest ride and has been led to believe that there is to a be a curfew on motorbikes in MB.</p>	<p>Certainly no curfew on motor bikes. The Authority is still actively encouraging motor bikers to come to Matlock Bath.</p>
13	<p>Considers that the parking meters will destroy Matlock Bath with shops and businesses closing down. Linked in a Facebook campaign and protest ride planned for March.</p>	<p>See previous officer comments.</p>
14	<p>He rides a motorbike and has not and will not pay for a bike ticket.</p>	
15	<p>Keen motorcyclist and has visited MB since the early 1980's and dismayed to see the proposal resurrected after it was withdrawn in 2013. Considers the proposals will not only harm local businesses but the Authority's reputation as many enthusiasts will simply stay away. Strafford upon Avon does not charge for motorbike parking. Motor bikers spend a lot of money and many visitors come just to see the motorbikes. Considers that one or two individuals in power do not like motorbikes.</p>	<p>See previous officer comments.</p>
16	<p>Considers parking charges a big mistake and MB replies on summertime motor bikers to boost its sales figures. Charging will stop motor bikers travelling to MB. He has spoken with shops, cafes and Petrol Stations in Matlock and they all agree with the motor cyclist that they might have to close if motor cyclist and tourists stop coming to MB.</p>	<p>See previous officer comments.</p>
17	<p>Considers the proposals ill thought out and states that it is generally perceived that Councils and their Officers ignore representations from the public when proposing schemes however sensible or hair brained. Thinks that the Authority has a vested interest.</p>	<p>No vested interest, only improving the vitality of the village.</p>
18	<p>He envisages the proposal driving the main source of income, motorcyclists out with the livelihood of the local businesses. Short sighted decisions from our Councils.</p>	<p>See previous officer comments.</p>

19	Considers DCC spineless.	
20	Considers that the parking charges will be liable to drive tourists and motor cyclists away. He also considers the proposals to be ill conceived, bigoted towards motor cyclists and will be a serious detriment to MB and surrounding area and should not be implemented. He supports along with the traders parking on the pavements by motor bikes. Thinks that the timing of the consultation was done in December when therefore liable to meet less opposition than during the summer months.	Parking on pavements is illegal and dangerous and motor cyclists are liable for a parking ticket as parked on the highway behind double yellow lines. Causes an obstruction for pedestrians and in the past has caused a young girl to burn her legs on a hot motorbike exhaust. There has been media coverage for the whole of the region by television and newspapers.
21	Considers that it will severely limit the amount of visitors per hour for the local business and put off a lot of summer tourism.	See previous officer comments.
22	Is a local resident and considers that the parking charges will have an impact on the already struggling businesses. Thinks that motorists will not stop in MB but will travel to Matlock and use the free parking at Sainsbury's for some goods. Has a concern for the local community who need the general stores and who work at the local businesses who would find it difficult to travel to alternative employment outside of MB.	Short stay limited waiting bay located outside the General Store. Parking restrictions do not start till 10am and finish at 6pm.
23	Opposes the planned parking charges for MB.	
24	Considers the parking charges will deter visitors and have a detrimental effect on the local economy. The economic consequences of on street charging have not been fully evaluated by DCC in a credible manner. The proposals do not have the support of the local community and suggests that the decision has already been predetermined. The proposals do not have the support of the visitors to MB and considers that motor cyclists will be hit hard by the parking charges. Considers those motorcyclists are being used as a 'Cash Cow' to fill financial gaps in DCC's budget. Considers that the last decision to withdraw the Pay and Display scheme in 2013 was a sound decision. The parking charges are disproportionate, unrealistic and unnecessary for what is insecure casual parking and that DCC should use the income generated to fund CCTV cameras and increased levels of formal and informal surveillance.	The Scheme is certainly not predetermined as the report addresses all the concerns raised by the objectors and petitioners. Parking charges are the same as the current off street Derbyshire Dales Pay and Display car parks with the added reduction of motor bike parking of 50p.
25	Motor bikers ride out into the area and call back into MB to visit shops and cafes and support local traders. He has seen first-hand in Nottinghamshire where he lives that parking charges have had a detrimental effect on trade in town centres and Councils have reverted their decision and introduced 1 hour free parking.	See previous officer comments.
26	Considers that the parking charges will permanently drive away a large part of the local businesses	See previous officer comments/



	clientele resulting in disaster for the local shops, pubs and restaurants.	
27	Considers that the parking charges will greatly reduce the amount of visitors that this area and local businesses rely on to survive and create local employment and revenue. Considers it grossly unfair to the thousands of motor bikers that visit MB in a space that one car occupies you will be able to park 5/6 motorbikes. Thinks this is discrimination along with no secure way of displaying a parking ticket. He has spoken with several traders who are fearful that this proposal will affect their business. He has been a visitor for over 30 years and has never experienced any trouble.	Officers have already considered the amount of space a motor bike takes up and adjusted the charges proportionally. The Authority has never suggested that there has been any trouble in Matlock Bath.
28	He has spent thousands of pounds over the years and considers that the proposals would harm local businesses and local people. He and his friends park free in other Derbyshire towns and villages and the proposal would deter him and his friends. Stratford upon Avon has free motor bike parking.	See previous officer comments.
29	Is a local resident and is concerned that the short 20 minute limited waiting bay is not enough. Considers that there is already sufficient pay and display in the car parks and has seen a decline in motor bikes over the years. Is concerned about the effect on local businesses.	See previous officer comments.
30	Is a resident of MB considers that users of the local store will not pay to stop for a few minutes to pick up a few groceries. The businesses are open all year round and cannot survive on sunny Sunday tourist trading. Concerns over whether they will be charged for parking on the Parades when they cannot access Holme Road because the Council does not grit the roads.	Currently there is a restriction on the parades which runs from 8am – 6pm and these are enforceable now.
31	Considers that it will have a detrimental effect on local businesses and will put off and alienate motor bikes as a group. Considers MB an iconic meeting place which will be lost.	See previous officer comments.
32	Considers that trade would cease if the motor bikes stopped coming and the only reason tourist come to MB is to see the motorbikes. He considers that the DCC find motor bikers a soft target for revenue and that MB will be a ghost town like it is during the week.	There are lots of other family attractions in Matlock Bath which visitors in cars come to see and do.
33	Considers DCC make enough revenue through the year and that motor bikes are a tradition in MB.	See previous officer comments.
34	There is no secure way to fix the ticket to the motor bike, the current 1 hour enables turnover of minimum of 8 vehicles. Loss of revenue for traders due to less car passengers compared to motorcycles. Considers that the MB is a 'free show'.	See comments in report about parking tickets for motor bikes.

35	Considers that parking charges will drive motor bikes away as there are plenty of other places to go. Considers DCC is greedy and money grabbing and should find other revenue streams.	See previous officer comments.
36	Has concerns over the parking charges as it has had the same effect of driving visitors away just like Nottingham.	
37	Objected initially in July following informal consultation. Considers that the 3 week notice period is insufficient, considers that DCC has ulterior motives. The proposals will drive away motor bikers who spend a lot of money and this will have a detrimental effect on business.	See previous officer comments.
38	Has been visiting MB on his motorbike since childhood and it gives him a great day, but he will be put off visiting.	No comment.
39	Is a local resident who is concerned that the parking charges will prevent locals pulling up for a few minutes and shopping in the local shops. Wants a system whereby the first 30 minutes are free. Considers it the duty of the Council to help local residents and businesses.	See previous officer comments.
40	Is a local resident and considers that the charges will have a negative effect of business, particularly the general stores. Thinks that the first hour should be free.	See previous officer comments.
41	Wants the reasoning behind the Council driving out the Sunday gathering of Bikers in Matlock.	The Authority is not driving out motor bikes.
42	Owner of one of the Pubs considers that the charges will damage the local businesses and customers will drive through the village. Considers there are ample pay and display car parks in the area and MB is famous for motorbikes and it is a ridiculous idea.	See previous officer comments.
43	Is a resident of MB and considers that the charges will impact on local businesses negatively as people won't be able just to stop and pick up groceries or chips on their way home. They will drive outside of MB where they can park for free.	See previous officer comments.
44	Is a resident of MB and thinks that parking charges will harm local businesses which are a valuable to local residents as well as visitors especially the Local shop. Thinks that 1 hour on street parking is too limited and wants 2 hour free parking to encourage casual visitors. Thinks that motor bikers views should not carry any more weight than those of residents and businesses.	See previous officer comments.
45	Hotels in MB and considers that the charges will have a negative impact on all trades. Consider that even a 10% drop in trade will create difficulties and that recent articles in the Telegraph show how free parking can help town centres. Only sees wardens in	See previous officer comments and details in the report

	the summer and at weekends and wants to know what happens when locals cannot get up the hill in the bad winter months.	
46	Strongly objects to the introduction of parking charges.	
47	Concerned that visitors will not pay to park and then use the 'Access Only' roads like Holme Road to park making it difficult for residents to park. Wants the proposals to work in tandem with residents only parking notices. Wants restrictions on the Parades lifting in bad weather so residents can park with paying fees.	See comments in report about Residents Only Parking.
48	Disappointed as he is a keen motor cyclist and he considers that it will spoil the atmosphere in Matlock Bath as it brings lots of people to the town and surrounding area, especially on Sundays and much welcomed trade to the shops and pubs.	See previous officer comments.
49	The Parish Council (PC) does not support the proposals in their current format as they do not provide a comprehensive approach to MB as highlighted in earlier submissions, including seasonal parking and the use of Derbyshire Dales residents' pass. The PC is concerned about the effect on trade and the limited parking on the side roads including the access only roads.	See comments in the report.
50	A resident of MB who considers that the motor vehicles already search for free parking on the 'access only' roads and the introduction of Pay and Display will only make the parking situation worse.	See comments in the report.
51	Considers that the winter timescales for advertising the Traffic Regulation Order was inappropriate as most visitors, in particular motor cyclists are in the summer months and believes that the objections would have been substantially higher. He believes that the Statement of Reasons does not fit in with any of the requirements. He refers to a 2002 Traffic Advisory Leaflet which suggests that on street parking charges for motor bikes should be free. He considers that there will be significant impact on local businesses and suggest DCC look at Stratford upon Avon policy on motor bike parking as they supply free parking for them. He pays enough tax and does not believe that he should have to pay on roads which he has already paid road tax for.	Many comments previously addressed in the report. Extended advertisement period which has seen over 7,750 signatures to a petition, and Facebook campaign despite being done in the winter period.

#### Support

1	Is a resident and supports the proposals. Welcomes bikers but considers the charge neither here nor there and thinks that if the small fee is enough to put motor bikes off then it will leave spaces for others to park. Thinks that the charges are fair but a little low for motor bikes.
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**DERBYSHIRE COUNTY COUNCIL**  
**(DALE ROAD, NORTH PARADE AND SOUTH PARADE,**  
**MATLOCK BATH)**  
**(WAITING RESTRICTIONS, LOADING BAY AND**  
**ON-STREET CHARGING) ORDER 2016**

Derbyshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 on the following lengths of road:-

**NO WAITING AT ANY TIME**

**Dale Road, Matlock Bath**

**West Side**

From its junction with Holme Road in a northerly direction for a distance of 304 metres

From a point 445 metres north of its junction with Holme Road in a northerly direction for a distance of 19 metres

From a point 541 metres north of its junction with Holme Road in a northerly direction to its junction with Matlock Bridge

**North Parade, Matlock Bath**

**North Side and North West Side**

From a point 292 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 12metres

From a point 265 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 5 metres

From a point 203 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 9 metres

From a point 179 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 5 metres

From a point 151 metres northeast of its junction with Waterloo Road in a easterly direction for a distance of 15 metres.

**LIMITED WAITING 10AM – 6PM**

**WAITING LIMITED TO 20 MINUTES, NO RETURN WITHIN 1 HOUR**

**North Parade, Matlock Bath**

**North Side**

From a point 270 metres northeast from its junction with Waterloo Road in an easterly direction for a distance of 22 metres

**LOADING BAY 6AM TO 6PM**

**North Parade, Matlock Bath**

**North and Northwest Side**

From a point 212 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 15 metres

From a point 10 metres north of its junction with Waterloo Road in a northerly direction for a distance of 15 metres

## PAY AND DISPLAY PARKING PLACES

LOCATION DESCRIPTION 1	VEHICLE CLASSES 2	TIMES OF OPERATION 3	SCALE OF CHARGES 4
<b>North Parade and South Parade Matlock Bath</b>			
<b><u>North Parade - North and North West Side</u></b> From a point 304 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 45 metres From a point 227 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 38 metres From a point 184 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 19 metres From a point 166 metres northeast of its junction with Waterloo Road in an easterly direction for a distance of 13 metres From a point 25 metres north of its junction with Waterloo Road in a north easterly direction for a distance of 126 metres	Motor Cars	Everyday 10am – 6pm 2 hours maximum stay no return within 1 hour	Up to 1 Hour -£1.30 Up to 2 Hours -£2.20
	Motor Cycles	Everyday 10am – 6pm 2 hours maximum stay no return within 1 hour	Up to 1 Hour -£0.50 Up to 2 Hours -£1.00
<b><u>South Parade - West Side</u></b> From a point 11 metres south of the junction with Waterloo Road in a southerly direction for a distance of 67 metres			

LOCATION DESCRIPTION 1	VEHICLE CLASSES 2	TIMES OF OPERATION 3	SCALE OF CHARGES 4
Dale Road Matlock Bath			
<b><u>Dale Road - North West Side</u></b> From a point 304 metres north from its junction with Holme Road in a northerly direction for a distance of 141 metres From a point 464 metres north of its junction with Holme Road in a northerly direction for a distance of 77 metres	Motor Cars	Everyday 10am – 6pm 4 hours maximum stay no return within 1 hour	Up to 1 Hour -£1.30 Up to 2 Hours -£2.20 Up to 3 Hours -£3.30 Up to 4 Hours -£4.40
	Motor Cycles	Everyday 10am – 6pm 4 hours maximum stay no return within 1 hour	Up to 1 Hour -£0.50 Up to 2 Hours -£1.00 Up to 3 Hours -£1.50 Up to 4 Hours -£2.00



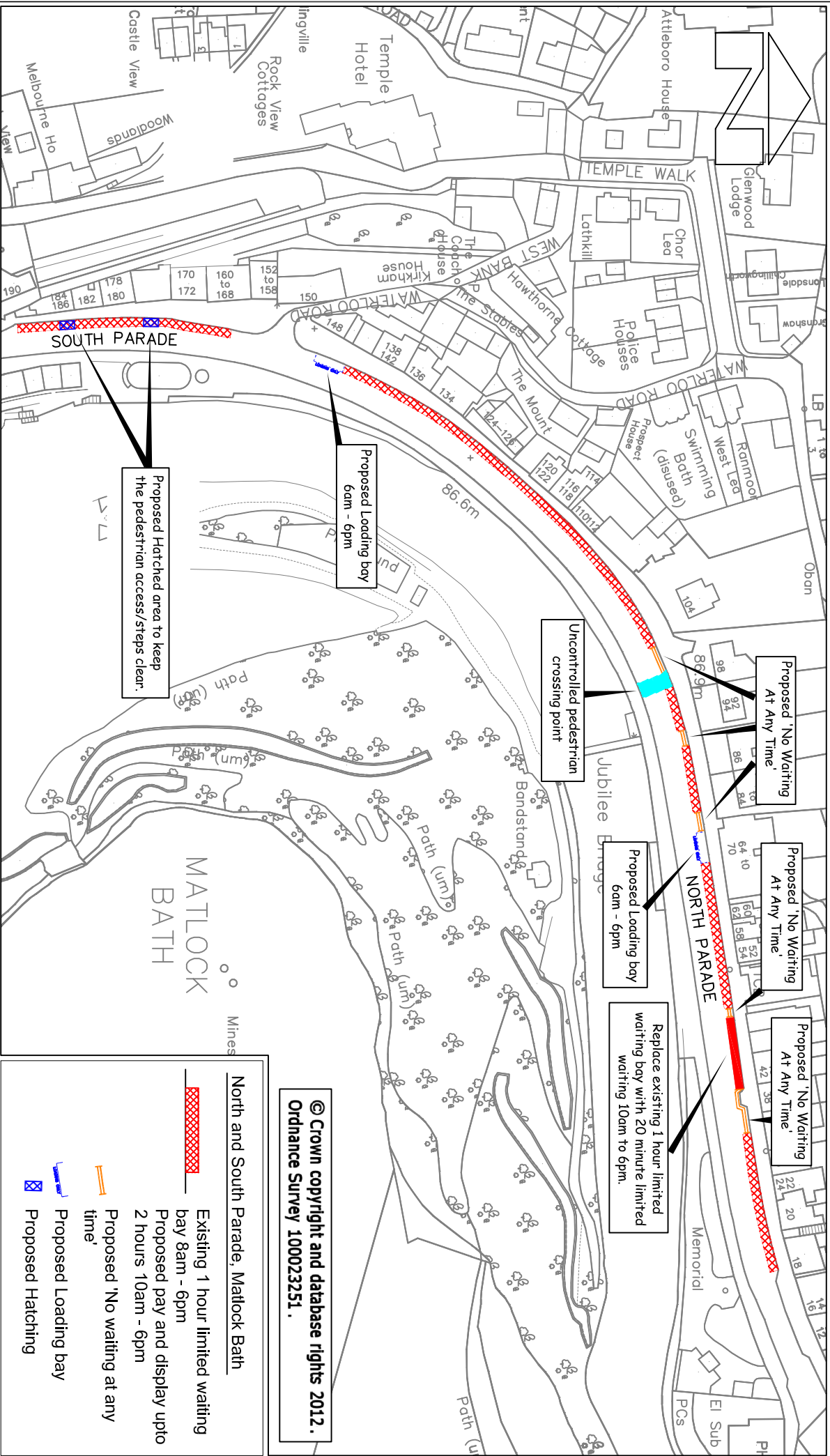
Exemptions to the restrictions will be made to enable vehicles to be used in connection with any building operation or demolition, removal of any obstruction to traffic, carrying out statutory powers or duties, taking in petrol etc from any garage situated within the lengths of road, or as part of a funeral or wedding cortege.

A copy of the Order and documents giving more detailed particulars of the Order are available for inspection at the offices of the Derbyshire County Council, Main Reception, County Hall, Matlock between 9am and 5pm, Monday to Friday until 6 weeks after the Order is made, and at Matlock Library, Steep Turnpike, Matlock, DE4 3DP between 9am and 5pm Monday, Wednesday and Thursday, 9am to 7pm Tuesday and Friday and between 9am and 4pm Saturday until 21 January 2016.

All objections and other representations to the proposal must be made in writing and all objections must state the grounds on which they are made and be sent to the Strategic Director – Economy, Transport and Environment, Derbyshire County Council, County Hall, Matlock DE4 3AG (For Attention of Traffic and Safety Team) or email [netmanadmin@derbyshire.gov.uk](mailto:netmanadmin@derbyshire.gov.uk) by 21 January 2016.

Dated: 03 December 2015

Mike Ashworth, Strategic Director - Economy, Transport and Environment,  
Derbyshire County Council, County Hall, Matlock DE4 3AG.



North and South Parade, Mallock Bath

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Existing 1 hour limited waiting  
bay 8am - 6pm

Proposed pay and display upto  
2 hours 10am - 6pm

Proposed 'No waiting at any  
time'

Proposed Loading bay

Proposed Hatching

 <b>DERBYSHIRE</b> County Council	<b>PROJECT TITLE</b> NORTH PARADE, SOUTH PARADE, MATLOCK BATH PROPOSED PAV AND DISPLAY				<b>DRAWN</b> B.Gould	<b>CHECKED</b> S. Tranter	<b>APPROVED</b> S. Tranter
	<b>DRAWING TITLE</b> CONSULTATION DRAWING				<b>Date</b> Nov. 2105	<b>Date</b> NOV. 15	<b>Date</b> NOV. 15
<b>Added some NWAAT &amp; Loading boys</b>				<b>DCE Project Reference No.</b>	<b>SCALE</b>		
<b>AMENDMENT DETAILS</b>	<b>SMP</b> BY CHMD APND	<b>CHMD</b> APND	<b>DATE</b> A	<b>NTS</b>			
<b>IAN W. STEPHENSON</b> <small>ASS. CHIEF, HIGHWAY</small> Strategic Director of Environmental Services				<b>Drawing Number</b> HMT/BG/572/15/A			
				<b>SIZES:</b>			
				ORIGINAL DRAWING SIZE 297 x 210 (A4)			

