

TOWARDS A PARKING POLICY FOR HAYFIELD

The following draft resolution has been circulated to Parish Councillors for inclusion on the Agenda of the Parish Council Meeting to be held on Wednesday 4 March 2020

Hayfield Civic Trust invites Hayfield Parish Council to:

Resolve to request that High Peak Borough Council, as the designated Civil Enforcement Authority, in consultation with relevant stakeholders (especially local residents), and in conjunction with the Adopted High Peak Local Plan (April 2016), design and adopt a specific, local Parking Policy for Hayfield, with a view to addressing the range of parking issues that beset the Parish.

Background

It is evident that existing parking regulations and provision in Hayfield are not fit for purpose. Problems of on-street car parking and traffic congestion occur on a regular basis, which occasionally become acute. These include but are not limited to:

- Frequent parking and traffic congestion particularly affecting Church Road/Market Street and New Mills Road. Problems include: impeding the flow of traffic, illegal pavement parking and insufficient pedestrian protection, endangering road safety and disability access to local shops and vital services (including the Medical Practice and the Pharmacy), and obstructing supplies and footfall to local businesses.
- Acute parking and traffic congestion on Kinder Road, particularly at weekends and Bank Holidays, endangering road safety, and preventing access for residents and emergency services (including Kinder Mountain Rescue), which is detrimental both to residents and visitors to High Peak National Park.
- Safety in and around Hayfield Primary School, Swallow House Lane, especially at the start and end of the school day.

Local Authority Responsibilities

1. Planning and Development

HPBC is the statutory Planning Authority for Hayfield. The *National Planning Policy Framework* (February 2019: Paragraph 106) states that "...local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists".

Unlike other comparable villages in High Peak, Hayfield does not have any public (Local Authority) off-street parking provision. The problems of on-street parking in Hayfield are to the detriment of:

- convenient and safe parking for residents
- residents, who are unable to benefit from HPBC parking facilities and concessions
- visitors, who are required to pay higher parking charges at the available sites, and contribute to on-street parking congestion as a result

- access to important local services and shops
- access and safe use by pedestrians, especially children and those with limited mobility
- local businesses whose trade relies on visitors and leisure provision.

Such parking problems in Hayfield obstruct the Strategic Aims of the *High Peak Local Plan, Adopted April 2016*, especially *SO4: To protect and enhance the character, appearance and setting of the towns and villages*. The Adopted Plan identifies...“larger villages, such as Hayfield as likely to benefit from development with an improved range of amenities and facilities” (3.04) including the provision of “...important services and small shops to meet local needs that will be protected where possible” (5.173).

Hayfield village is designated as a *Conservation Area*. The problems of on-street parking are to the detriment of its historic and environmental character as a tourist attraction, which is contrary to the Adopted Local Plan, which states that “...the proximity of the Peak District National Park gives certain locations, particularly...Hayfield, important roles in supporting the tourist industry as they offer good access into the National Park and areas designated as recreation zones within the Peak District. The historic character of the towns in the central area [of the Borough] make them attractive tourist destinations in their own right (4.104).

2 Parking Policy

Under the Traffic Management Act, 2004, High Peak Borough Council is designated as the Civil Enforcement Authority (CEA) for Hayfield for the purpose of enforcing parking contraventions. The Secretary of State's *Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions* (2016), states that the CEA should design its parking policies with particular regard to:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004
- improving road safety;
- improving the local environment;
- improving the quality and accessibility of public transport;
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and
- managing and reconciling the competing demands for kerb space.

A holistic local parking policy for Hayfield would apply these principles in seeking to ameliorate the parking problems noted above so that they do not jeopardise the aims of the Adopted Local Plan and are no longer a detriment to residents, local businesses and visitors.