**HATHERSAGE PARISH COUNCIL**

*Clerk – Mr. Steve Wyatt, Heart of Hathersage, Main Road, Hathersage, S32 1BB*

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A meeting organised by Hathersage Parish Council with PDNPA, DCC, DDDC, NT and Stanage Forum to discuss the car parking problems in and around Hathersage and the wider area.

Date:18th July

Time: 7:30pm

Location: Hathersage St. Michael’s School Hall.

Attendees are detailed at the foot of these minutes.

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| 001/19 |  | Welcome by Cllr. Jane Marsden who then gave a brief explanation of problems experienced to date in and around Hathersage with regards car parking. |
| 002/19 |  | Apologies – none received. |
| 003/19 |  | Introductions around the table were carried out. |
| 004/19 |  | To decide any variation in the order of business – none. |
| 005/19 |  | Declaration of interests – the organisation each attendee represented is detailed below. |
| 006/19 |  | Statement by PDNPA re: Car Parking Provision Policy.Tim Nicholson (PDNPA) provided background information* There have been many more complaints this year about car parking than in previous years.
* The Core Strategy 2011 document was explained in the context of car parking.
* Strategy is to minimise the impact of private car usage but maximising parking for coaches.
* Encouraging more use of sustainable modes of transport.
* Non-residential parking will be reduced.
* The balance between off-street and on-street parking wherever additional parking is provided is a consideration.

The [Development Management Policy](https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0003/1159500/CD42_DMP-doc-with-appendices.pdf) is newly published and covers business, residential and visitor parking. A residents parking scheme would be one way of improving parking for residents. There is limited land available which may be prioritised for housing rather than car parking.[Supplementary Planning Document](https://www.peakdistrict.gov.uk/planning/policies-and-guides/supplementary-planning-documents) covers sustainability and environmental impacts of development that would be taken into consideration for car parking.Jim Seymour DCC – there is no county wide strategy for car parks, these tend to be community driven. Residents parking scheme - [see the DCC website](https://www.derbyshire.gov.uk/transport-roads/roads-traffic/parking/resident-parking/residents-parking-schemes.aspx). Hathersage Parish Council initiatives for a resident’s car parking scheme some years ago died as these had to be paid for to park outside your own house or street and no space was guaranteed.Cllr. Shuttleworth – The land around Hathersage etc is wetter than the limestone areas hence not suitable for field parking.Cllr. James Marsden stated bus capacity is often not sufficient e.g. at the end of the day when visitors are returning home en-masse. Tim Nicholson stated that Hathersage is better serviced than some areas by public transport, he stated the 2 purposes of NPs. PDNPA hope to soon look at an overall visitor management plan.A brief explanation of new Explorer bus service was given. This does stop in Hathersage but not at the station.Cllr. Jane Marsden explained about sloping fields that are invariably wet, farmed and cropped at regular times. There is a clear impact on businesses when visitors are unable to park and hence going elsewhere and therefore there is a negative experience of visiting this part of PDNP.It was pointed out that the Oddfellows Road DDDC car park has 42 spaces plus 23 permit spaces and several blue badge spaces. The number of spaces is currently optimised as far as possible. |
| 007/19 |  | Statement by Hathersage Parish Council of the problem.Many people park in the village and then walk out without contributing anything to the local economy.Outer areas of the area also suffer from lack of parking, there are access issues for emergency vehicles where cars are parked haphazardly.PDNPA found funding for the western end of the valley (Explorer service), Cllr. Jane Marsden asked if there would be any for this end of the valley in future – it was pointed out that the promoting of public transport had changed to providing public transport using money left over from another project. This will be a trial for 3 years with the hope to ensure it is a commercial service at the end of 3 years. It is hoped that this trial is the start of something bigger. Stagecoach have engaged very well with PDNPA in setting up this trial.Jon Stewart NT– NT would be looking for a more holistic solution that will be affected by climate change. Longshaw car park changes were balanced with attempts to reduce on street parking by yellow lanes. He also mentioned the approach implemented at Ilam.Rob Tamlyn Grindleford PC - Due to the lack of businesses in Grindleford the problems are different. At the top of Padley, people won’t park on double yellows but don’t recognise the same parking limitations when there are double white lines.Cllr. Peter O’Brien DDDC – rural lanes – roads designated as quiet lanes allow 20mph restrictions and signage restricting parking. Julian Dunk - Parking on roads is already creating a car park: verges are damaged, vegetation is reduced, walls are damaged.Tim – sufficient parking will never be provided to deal with bank holiday weekends that only happen 2 or 3 times a year. There will always be insufficient car parking for BH weekend.Cllr. James Marsden – suggested providing smaller car parks linked by buses. Standard parking changes across differing authorities in LDNP has been implemented to simplify parking charges for visitors. This is not the case in PDNP.Cllr. Jane Marsden suggested the use of a recently cleared woodland (Whim Plantation SK245806) for car parking – Clerk to send details to Tim PDNPA. Any proof of justification must be evidenced, local residents needs are balanced with reduced on-street parking.Stats for ticket sales in DDDC car park are available if required.Cllr. Peter O’Brien suggested residents have a parking badge that is not a chargeable scheme but would enable residents to park and not visitors. DDDC do not think that more spaces can be created in the Oddfellows Road car park.Any suggestions would be welcome about what happens in any honey pot sites – all sites are different. The 28 day ruling works best where suitable land is available. |
| 008/19 |  | General discussion to identify joined up solutions to the problem.Ideas for locations of car parks – to PDNPASurveys and locations of where best to carry these out could be provided by PDNPA. |
| 009/19 |  | It was agreed that HPC should carry out a survey based on the questionnaires to be provided, as examples by PDNPA, NT and DCC. It is hoped that the results will inform the options to be considered. Example questionnaires would be provided to the Clerk by the relevant organisations. |
| 010/19 |  | To agree a date for the next meeting – to be decided |
| 011/19 |  | Meeting Closed at 9:30pm. |

Attendees were:

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| Organisation | Invitee |  |
| PDNPA | Tim Nicholson  | Attended |
| NT General Manager | Jon Stewart  | Attended |
| Stanage Forum | Julian Dunk | Attended |
| DDDC | Cllr. P O’Brien | Attended |
| DCC | Jim Seymour | Attended |
| HPC & Stanage Forum | Jane Marsden | Attended |
| HPC | Rosie Olle | Attended |
| HPC | James Shuttleworth | Attended |
| HPC | Bill Eames | Attended |
| HPC | James Marsden | Attended |
| HPC | Haeather Rodgers | Attended |
| Grindleford PC | Rob Tamlyn | Attended |
| DDDC car parking | Ben Renshaw | Attended |