

DERBYSHIRE COUNTY COUNCIL

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

11 February 2013

Report of the Acting Strategic Director – Economy, Transport and
Environment

**WAITING RESTRICTION REVIEW – LAUREL AVENUE AREA,
RIPLEY**

(1) **Purpose of the Report** To consider an objection to the proposed Laurel Avenue area parking restrictions in Ripley.

(2) **Information and Analysis** Originating from various residents' requests for improved access and measures to deter inconsiderate parking, the Laurel Avenue area parking review was initiated, to cover the mainly residential area neighbouring the western edge of Ripley town centre.

Completion of the review resulted in proposals for lengths of 'No Waiting at Any Time' double yellow line parking restrictions being advertised as depicted on the attached plan HMT/DJO/60/13, in an area increasingly subject to competition between motorists for on-street parking spaces. These extra short lengths of double yellow lines will help maintain safe highway access and visibility.

Initial consultation commenced during July 2013, during which 'Derbyshire Community Health Services NHS Trust' could "...*find no grounds for objecting to this proposal*", Derbyshire Constabulary replied "*These changes make common sense in that the level of road safety at the outlined junctions should be improved by preventing vehicles being parked at and in close proximity to them. There is off road parking provision along the road for most houses so the risk of displaced parked vehicles should be reduced...On the basis of the information provided the proposed changes are supported*", and the Town Council replied "*The Town Council are totally in favour of this scheme*", and County Councillor David Williams indicated he was in favour of the proposal.

During public consultation, which ended on 4 October 2013, two replies were received. The first asking for extension of the double yellow lines further down Pine Close to deter parking to stop the noise nuisance of cars doors being

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opened and closed restricting enjoyment of sitting in their garden, whilst the second letter objects to the proposal to add double yellow lines to their homes frontage as *“Our driveway is insufficiently wide to load and unload two vehicles, with our young children and goods...Additionally the proposal further restricts limited waiting parking on street for residents, as most spaces tend to be taken by workers and shoppers to the town centre. Also the proposed restriction on the north side is 14 metres compared to only 7 metres on the south side. I request that the proposed restriction on the north side of Shirley Road, outside No. 20, is reduced by 4 metres, i.e. restriction to extend 10 metres from the junction with School Lane. This reduction would still extend further than that on the south side, and would mean that the driveway is not impeded”*.

Officer Comment

At this edge of town centre location, where there can be a high demand for on-street parking from residents and shoppers, these proposals are considered the minimum to maintain highway access, visibility and safety. The support gained during initial consultation is welcome.

In reply to the two letters received during public advertisement, the first letter details a request for an extra length of double yellow lines to prevent noise nuisance restricting the use of a resident's garden. The request is noted, but does not justify restricting use of the public highway in an area where there is competition for on-street parking. The second letter which details an objection to No Waiting at Any Time being placed across the home's frontage is accepted as shortening the proposed double yellow lines by approximately 4 metres and will have little impact upon the safe movement of traffic.

Local Member Comments

Councillor Williams has been consulted. No comments have been received.

(3) **Financial Considerations** All costs in applying the proposed parking restrictions will be met from the 2013/14 Traffic Management revenue budget at a cost of approximately £250.

(4) **Legal Considerations** Section 1 of the Road Traffic Regulation Act 1984 enables a traffic authority to make a Traffic Regulation Order (TRO) if it considers it expedient for a number of purposes.

However, there is also a general duty in Section 122 of the Act which requires the authorities, in exercising their functions under the Act, to a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered are:

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- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- 3) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- 5) any other matters appearing to the Council to be relevant.

The Council must therefore take into account the general duty in Section 122 which highlights the considerations referred to above when assessing the case for making an Order under Section 1.

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 within the Environmental Services Department. Officer contact details – Dave Orton, extension 39186.

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

8.1 The Cabinet Member approves the making of the proposed Traffic Regulation Order, subject to the amendment detailed on the attached advertised schedule amended as Shirley Road, Ripley (North Side), from its junction with Laurel Avenue/School Lane in an eastern direction for a distance of 14 Metres (10 Metres)).

8.2 The local Member and objector be informed of the decision.

Mike Ashworth
Acting Strategic Director – Economy, Transport and Environment

SCHEDULE

NO WAITING AT ANY TIME

Firs Avenue, Ripley

Both sides

From its junction with Laurel Avenue (centreline) for a distance of 10 metres.

South side

From a point 22 metres west of its junction with Pine Close (centreline) in an easterly direction for a distance of 47 metres.

Ivy Grove, Ripley

South side

From its junction with Laurel Avenue (centreline) for a distance of 8 metres.

From its junction with Cedar Avenue (centreline) in a westerly direction for a distance of 16 metres.

From its junction with Cedar Avenue (centreline) in an easterly direction for a distance of 17 metres.

Laurel Avenue, Ripley

Both sides

From its junction with School Lane / Shirley Road in a southerly direction for a distance of 17 metres.

West side

From its junction with Lime Avenue (centreline) in a northerly direction for a distance of 15 metres.

From its junction with Lime Avenue (centreline) to its junction with Slack Lane, a distance of 37 metres.

From its junction with Slack Lane (centreline) in a southerly direction for a distance of 24 metres.

From its junction with Firs Avenue (centreline) in a northerly direction for a distance of 16 metres.

From its junction with Firs Avenue (centreline) in a southerly direction for a distance of 22 metres.

Public

East side

From its junction with Slack Lane / South Place (centreline) in a northerly direction for a distance of 20 metres.

From its junction with Slack Lane / South Place (centreline) in a southerly direction for a distance of 15 metres.

From a point 24 metres south of its junction with Slack Lane (west) to its junction with Ivy Grove, a distance of 70 metres.

From its junction with Ivy Grove (centreline) in a southerly direction for a distance of 17 metres.

School Lane, Ripley

Both side

From its junction with Shirley Road (centreline) in a northerly direction for distance of 22 metres.

Shirley Road, Ripley

North side

From its junction with Laurel Avenue / School Lane in an easterly direction for a distance of 14 metres (*10 metres*).

South side

From its junction with Laurel Avenue / School Lane in an easterly direction for a distance of 14 metres.

Slack Lane / South Place, Ripley

Both sides

From its junction with Laurel Avenue for a distance of 10 metres.

Cedar Avenue, Ripley

Both sides

From its junction with Ivy Grove for a distance of 10 metres.

Pine Close, Ripley

Both sides

From its junction with Firs Avenue for a distance of 14 metres.

