



DERBY CITY COUNCIL

**AREA PANEL THREE
10 NOVEMBER 2004**

Report of Assistant Director – Highways, Transportation and Waste Management

Petition regarding road safety and parking on St James Road

SUPPORTING INFORMATION

1.1 Receipt of the petition was reported to Area Panel on 8 September 2004. It contains 33 signatures and reads as follows:

'We ask you to carry out a meaningful traffic survey on the needs of our residents and businesses with a view to improving safety and considering our parking needs and if needs be, granting resident only parking.

1.2 A summary of the reasons are as follows:

- the Ramgharia Sabha Sikh temple is substantially expanding and creating a parking burden on the area
- there are regular car logjams on St James Road caused by excessive traffic loading in the area due to the sheer numbers visiting the Sikh Temple. We therefore, want an enforced no waiting policy on lower St James Road to prevent endless traffic jams caused by Temple visitors blocking off the road
- we point out that the police have a no enforcement policy of double yellow lines at this very clogged junction. The temple is the causative force behind this congestion
- the Sikh Temple plans to provide parking on former gardens that they have purchased. Due to the parking on pavements at either side of the temple gates there is a blind spot, we want no vehicles whatsoever to be driven or allowed through the temple thoroughfare at any time
- there is a potential for hazard when double deck buses bringing visitors to the temple park on the pavement outside the school. We would like no coaches or double deck buses allowed in St James Road
- we wish this study to address the issue of safety for the children and residents and we would like at least to give the vote to the residents of St James Road and Dover Street so that they can choose if they have residents parking or not'.

1.3 Officer Comment

Derby City Council have not received a planning application to date for the expansion of the Temple. The only planning application the Council has received recently which relates to the Temple is for an extension to their forecourt. Following advice from the Planning Section, the extents of the forecourt have actually been reduced from what was originally submitted and some of the gardens have been returned to residents. The highway implications of planning applications are always considered, including the impact of traffic on the local area and this would also be the case if the Sikh Temple were to submit a new application.

- 1.4 There are existing double yellow lines at St James' Road's junction with Pear Tree Road and it is considered that these restrictions will ensure that the junction is not obstructed, providing they are not abused. Observations have shown, as the petitioners suggest, that some parking does occur at this junction, although it is important to remember that there is a standard exemption to all waiting restrictions that allows motorists to stop for a short period while they pick up or set down passengers.
- 1.5 The enforcement of double yellow lines and most other waiting restrictions, is the responsibility of the Police. Inspector Parkin of the Pear Tree Police Station is quite clear that a 'no enforcement' policy on St James' Road does not exist. In fact, he is able to confirm that a Traffic Warden has been specifically deployed in the Pear Tree area and that this, combined with attention given by other Officers, as resources permit, would enable greater priority to be given to the enforcement of restrictions on St James' Road.
- 1.6 The City Council, as Highway Authority, has a duty to maintain everyone's right of access to and from the public highway. Consequently, while the vehicular access to the Temple must be maintained, it is considered that the petitioners raise a legitimate concern about vehicles parking too close to it. It is considered that this could compromise pedestrian safety and cause conflict with traffic on St James' Road. In order to alleviate this problem, it is proposed to increase the length of the existing protective entrance marking to improve visibility and access at this point. This measure would be quicker and easier to implement, as opposed to introducing waiting restrictions, which are subject to a lengthy legal process.
- 1.7 The Council promotes viable transport choices, which reduce the reliance on the private car, encouraging economic activity and promoting safety and sustainability. Therefore, it is preferable that visitors to the temple are able to travel by bus and can be dropped near the Temple, as this is a more sustainable form of transport. If buses were unable to use the street, visitors to the temple could well resort to using individual private cars. This would then increase the pressure further for on-street parking.
- 1.8 As part of the planning application for the re-development of Hardwick School, the school have been asked to work with Derby City Council to produce a School Travel Plan. The Travel Plan is a long-term action plan, which relies on the co-operation of parents and staff in order to be effective. We are hopeful that the travel plan may go some way in helping to reduce the number of car journeys made to the area, as well as promoting more sustainable forms of transport.

- 1.9 Residents of the street have asked for consultation to be carried out with a view to introducing a residents' only parking scheme. The main criteria for introducing a residents' parking scheme is that the street is regularly full and that residents are often precluded from parking near their homes as a result of commuter and shopper parking. It is acknowledged that much parking occurs around the Sikh Temple, however, observations that have been undertaken show that plenty of parking opportunities exist on the remainder of St James' Road, particularly in the vicinity of the school. Further, the Temple is now an established feature within the area, enjoying direct vehicular access. Consequently, and in keeping with all existing residents parking schemes, parking permits would have to be made available for those legitimately visiting the Temple. For these reasons, the provision of a residents' parking scheme would make no appreciable difference to the parking situation in the street.

PROPOSED ACTION

- 2.1 That a Residents' Only Parking scheme is not considered to be appropriate.
- 2.2 That the protective entrance marking at the access to the Ramgharia Sabha Sikh Temple be extended.
- 2.3 That support is given to the enforcement efforts offered by the Police.

For more information contact: Rizwana Shaheen 01332 715049 e-mail rizwana.shaheen@derby.gov.uk
Background papers: None or list
List of appendices: Appendix 1 - title