

**AREA PANEL 5 COMMUNITY ISSUES – UPDATE REPORT
BACKGROUND INFORMATION
6 DECEMBER 2006**

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1. Ref 506032 – Ice on Park Farm Car Park, Allestree– raised 04.10.06

Responsible officer(s) for more information:

Kate Davies, Park Farm Centre Manager, telephone 553374

Issue:

A local resident asked if it would be possible to reduce problems with ice on Park Farm in winter.

Previous key points / action taken:

New item

Response on 4 October 2006

Councillor Hickson stated that the car park was privately owned, but they would put a request in for improvement.

Actions agreed:

To ask the Park Farm owners to respond.

Update:

The Park Farm owners put grit on the ground level car park in the evening before ice is expected but only on the main walking routes from the pavement to the rows of cars as well as around the disabled parking spaces. They do not grit the pavements because they are owned by the Council. With the rooftop car park, grit is put on the ramps and steps as well as the main walking routes. They do not have the resources to grit the whole of both car parks because the gritting has to be done by hand. Should the surface of the car park become too dangerous to drive on then the car park would be closed. To make sure the gritting is effective the staff are regularly trained to make sure they know how much to use and where to put the grit. Note and close.

2. Ref 506021 – Petitions – Toddlers play area, Coppice Park, Allestree – raised 12.07.06

Responsible officer(s) for more information:

Duncan Inwood, Group Leader, Regeneration and Community, telephone 255926

Dawn Dagley, Parks Officer Community, Environmental Services, telephone 716272

Issue:

A petition was received signed by 57 residents of Coppice Park, Allestree opposing the proposed toddler play area, on the grounds of increased antisocial behaviour, and health and safety.

A counter petition had also been received signed by 13 residents in favour of the play area, which had always been included in the development plans.

Previous key points / action taken:

Planning and Transportation, intends with appropriate Officers, to have a meeting with representatives from both sets of petitioners. It is anticipated that this meeting will be as soon as possible.

With regard to the background to this issue, the planning permission for the residential development and the provision of open space was granted in October 2001 subject to a Section 106 Agreement which required the developer to provide a toddlers' play area and the open space. Plans submitted during the application process, which commenced in May 1999, indicated the play area in the open space adjoining the northern boundary.

The permission was subject to the provision of a sustainable surface water drainage system, and to the protection and restoration of features of natural conservation interest such as the Marsh, the

Markeaton Brook and the Kedleston Road hedge.

A reed bed system was commenced on site to match the phasing of the housing development but a revised system had to be designed and implemented and this was installed more recently. Consequently, the open space and play area provision have been delayed beyond the completion of the houses. Normally, adoption by the Council of the open space and play area and drainage system, which is located within the Marsh and within the area of open space to be adopted, would follow an acceptable 12 month maintenance period. Until then, the area remains the responsibility of the developers.

A further report will be brought to a future meeting when the investigations have been completed.

Response on 4 October 2006

Richard Smail reported that a meeting was being arranged between the Cabinet member with responsibility for Planning and Transportation, the lead petitioners and officers. This was due to take place week commencing 9 October. Noted.

Actions agreed:

Report back to a future meeting when investigations are completed.

Update:

Meetings were held with the Cabinet Member for Planning and Transportation and the lead petitioners on Friday 17 November. A report responding to the petition can be found elsewhere on the agenda in item 6. Note.

3. Ref: 505039 – Petition – Well repairs and installation of hand rail, Well Street, Darley - received 12.10.05

Responsible officer(s) for more information:

Michelle Spamer, Area and Neighbourhood Co-ordinator, Regeneration and Community, telephone 715064

Peter Matthews, Local Manager, Derby Homes, telephone 717831

Issue:

A petition containing 80 signatures, had been received from residents of Strutt's Park and Rivermead House requesting the repair of the well at the bottom of Well Street and the installation of a handrail on Well Street, as they were concerned about the general state of Well Street, in particular the slippery surface and the difficulties faced by everyone who use the route to negotiating the steep hill.

Previous key points / action taken:

December 2005: This is a complex petition involving a number of different departments within the Council. We have been undertaking investigatory work since the petition was presented to the last Area Panel 5 meeting on 12 October.

February 2006: We are still investigating whether appropriate funding can be found for a repair to the well and establishing the best solution for a handrail. The lead petitioner has been informed of progress. We hope to be able to have a report available for the next Area Panel meeting on 5 April 2006.

Work on the issues around the Well were continuing, she stated that Derby Homes had carried out a site visit that day, and were looking at a number of things including:

- a tidy up of the area
- repairs to the well and surrounding paving stones
- work with the police on antisocial behaviour issues including ideas to install CCTV and alcohol free zone signs

- tests on the well water, to ascertain whether it is safe to drink.

Questions were asked about consultation with residents, concerns over the installation of CCTV in a conservation area and if the works would be paid for by mainstream budgets or whether the area panel budget would make a contribution. Michelle reported that the aim was to contain the costs but until all the work was known it could not be confirmed if a request would be made to the area panel for a contribution.

April 2006 - Derby Homes have placed an order to have the well and surrounding area repaired. The contractor is currently liaising with the Council's Environmental Sustainability Section to ensure that the materials used are in keeping with the conservation status of the area. The work will involve replacing the missing slab on the well and also tidying up the brickwork.

The water from the well has been tested and has been found not suitable for drinking. Derby Homes have ordered a sign which will warn that the water is not suitable for drinking.

The Council's Highway Maintenance Section has been liaising with the Environmental Sustainability Section regarding appropriate materials and the site for a handrail to assist residents using Well Street. The Conservation Area Advisory Committee has agreed the materials to be used for the handrail, but have asked for further investigations regarding the site for the rail. A further report will be given to the next Area Panel 5 meeting on 12 July 2005.

July 2006: A report in response to the petition was included in the agenda, with the following proposals:

- A handrail will be installed along the wall at the back of the footway on Well Street by late summer/early autumn
- The St. Alkmund's well will be repaired as soon as possible with appropriate materials. Consideration will be given to the installation of further bollards around the well. An appropriate application will be made for the necessary listed building consent. The area surrounding the well will also be repaired.
- The CCTV camera already in place at Rivermead House has been turned around to record activity around the well. The Brook Street Local Housing Officer Manager, Community Watch Patrol and Police will work together to address antisocial behaviour around the well.
- A sign informing the public that the water is not safe for drinking will be installed in due course to replace the one temporarily in place.

A resident raised concern over the state of the small garden area near the well, explaining that the shrubs and trees were overhanging, the brickwork needed attention and it had been vandalised.

October 2006: A funding application has been submitted to Area Panel 5 for funding to replace the existing section of handrail at the top of Well Street. It will then match and be in keeping with the new handrail that will be installed at the bottom of Well Street. The Area Panel approved the funding application.

An order has been placed to tidy up the area.

Response on 4 October 2006

The area panel approved the funding application for £700 to replace the handrail at the top of Well Street.

Richard Smail reported that some work had started on repairing the well wall around the well but an inspection had identified that the work would need to be redone so that it was sympathetic to the conservation area.

Discussions were still ongoing about the longer term options for maintaining and improving the well area.

Actions agreed:

Update on progress to complete the repairs to the well and the longer term options for the area.

Update:

Highways and Transport officers have placed an order for the handrail to be installed. Unfortunately, there has been a delay as they have encountered unexpected design problems. They aim to install the handrail before the Area Panel 5 meeting on 31 January 2007.

Derby Homes are working up proposals that will tidy up the well area and surroundings, improve health and safety, reduce anti social behaviour around the well and make the area more attractive while in the long-term making the area sustainable. Work is being progressed to design a suitable enclosure to the Well that will prevent a member of the public falling down into it and at the same time allow for cleaning the well and restrict people taking water from the well. Environmental Services have quoted to tidy up the stone work and complete minimal repairs to the well using specialist contractors. Derby Homes are considering fitting bollards to prevent further damage to the well by traffic, this will be in line with the Conservation Area and World Heritage site requirements and it will also need Listed Building Consent.

The repairs to the brick sets should be completed in November. However, Derby Homes does **not have** a budget readily available to fund the larger scale work and they are proposing that the City Housing Improvement Plan – CHIP, funds this project but funding would not be available until after April 2007. Riverside West Community Panel will discuss this request for funding at a future meeting. Note and put in outstanding issues table.

4. Ref: 505026 – Petition – Request for one-way system, Markeaton Street, Darley - raised 12.10.05

Responsible officer(s) for more information:

Neil Palfreyman, Traffic Management Engineer, Regeneration and Community, telephone 716090

Issue:

A petition signed by 63 people had been received requesting a one-way system on Markeaton Street, due to the concerning level of traffic that converge daily on the street. It also referred to the anticipated increase in traffic and parking problems due to the high level of developments in the area, and the proposals to expand Derby University. It also requested that the area be monitored on a regular basis by traffic wardens.

Previous key points / action taken:

December 2005: Investigations are continuing on Markeaton Street. We are aware that there is an element of unnecessary through traffic that uses the road particularly in the morning peak period in a southeast bound direction. We are proposing to consult the local residents in spring 2006 in order to gain their views on the introduction of any traffic management measures, including the possibility of making the street one way.

February 2006: We are proposing to consult the local residents in Spring 2006 in order to gain their views on the introduction of any traffic management measures, including the possibility of making the street one way. We anticipate that we will be able to report back to the area panel at its meeting on 12 July 2006.

July 2006: A report in response to the petition was presented at the meeting. Details of the consultation carried out were outlined and the area panel was asked to respond with their preference to the two options suggested which were to:

- proceed with the introduction of the No Entry restriction as detailed in the consultation letter to residents, or
- re-consult residents on the alternative option of closing Markeaton Street at its junction with Brick Street and provide a turning head, subject to further detail design. This would have the added advantage of not only preventing through traffic movements but also resolving the visibility problems when exiting this junction. Provision would be made to retain

pedestrian and cycle access at this junction.

October 2006: A review is being undertaken on the priorities and funding of schemes from the Area and Neighbourhood priorities budget. A separate report appears on the agenda 'Consultation on the 2007/08 programme for highways and transport schemes'. The further consultation exercise as agreed at the last area panel meeting is on hold subject to awaiting confirmation of scheme priorities.

Note and put into outstanding issues until priorities are known.

Response on 4 October 2006

A resident commented that a meeting with residents should have taken place as part of the new consultation exercise, as agreed at the last area panel meeting.

Richard Smail informed residents that the highways and transportation priorities have been reviewed and this piece of work has been put on hold, which is why the meeting did not take place. He agreed to ask officers what communication with residents had taken place.

A resident asked if the area panel supported the petitioners view and that the panel makes sure the issue is kept on the work programme. Councillor Higginbottom stated that whilst they understand that priorities can change, residents should still be consulted about the future work.

There was a request that an update report is brought back to the next meeting.

Councillor Hickson suggested that the Cabinet Member for Planning and Transportation attend the next meeting.

Actions agreed:

To update on how officers are communicating progress to the residents.

To update on progress to complete the work.

Update:

At the Area Panel meeting in July, the Traffic Management section was asked to carry out a further consultation exercise with the residents of Markeaton Street about 2 options suggested to remedy the through traffic problems.

Since then, the Cabinet Member for Planning and Transportation, Councillor Chris Wynn has asked the Traffic Management section to carry out some urgent work elsewhere in the city. Regrettably, this has meant that the re-consultation with Markeaton Street residents has had to be delayed. A letter has been sent to the lead petitioner informing them of this.

It is expected that a further letter will be delivered to all residents of Markeaton Street in December and it will detail both options and include a plan showing the details of the proposals. The Cabinet Member, Ward Councillors and the lead petitioner have been informed about the situation. Note and put into outstanding issues table until April 2007.

5. Ref 506012 – Granite kerb stones on Darley Lane, Darley – raised 01.02.06

Responsible officer(s) for more information:

John Edgar, Maintenance Manager, Regeneration and Community, telephone 715067

Issue:

A resident asked what had happened to the granite kerbstones that had been removed on Darley Lane and had been replaced with concrete in a conservation area.

Previous key points / action taken:

March 2006 - Less than two metres of granite kerb in poor condition were removed as part of the construction of a dropped crossing right at the edge of the conservation area, on the radius at the

junction of Edward Street and Darley Lane, by the building contractors, Wheeldon Homes, who had carried out new building works at the adjacent site. Whilst there was an existing pedestrian dropped crossing on the opposite side of the road, there wasn't one on the side of the building works. Our Highway Inspector asked Wheeldon Homes to provide one as part of remedial works to the footway. There were existing concrete kerbs on either side of the granite kerbs.

We do try to maintain existing materials wherever possible, in Conservation areas. Where this isn't possible, we do try and use new materials that are appropriate to the area and consult with colleagues in Planning on the use of such materials.

April 2006: A member of the public stated that she was not satisfied with the answer, and explained that the contractors had knocked down the bollard opposite the listed building, some time ago, and it had not been restored. Councillor Repton acknowledged that this should be rectified, and confirmed that it would be investigated, and an update reported back at the next meeting.

July 2006: We have arranged to have the bollards repaired. However, as the bollards are non-standard we expect they will be repaired by the end of August.

A local resident raised concern again over the removal of the granite kerbstones. Councillors supported the concern and Councillor Gerrard suggested there are second hand granite kerbstones stored at Stores Road and these should be considered. It was noted that this issue had been previously responded to but it was suggested that the issue is taken to the Conservation Area Advisory Committee.

October 2006: Senior Highways Inspector Gary Massey has met both Harry Hopkinson, Team Leader Built Environment and resident Penny Abreu on site. It has been agreed that the concrete kerbs should be left in place because it is neither practical nor cost effective to replace them. In this case, there is little merit in taking out two concrete kerbs in a drop crossing to be replaced by granite stone kerbs, when there are substantial lengths of concrete kerb on either side. It was also agreed to discuss ways to ensure original materials are retained in future with the Development Control team.

While on site, it was noticed the tarmac reinstatement placed in the channel needed to be removed and replaced with setts. This work should be completed by the end of October.

Conservation Area Advisory Committee met on 14 September and supported the concern over the missing granite setts in Darley Lane, but was pleased to note that they are now to be reinstated. As a matter of principle, the Committee considered that the loss of any historic paving/highway materials from the City's conservation areas would be highly regrettable. The Committee recommended that in future the Council should ensure that any salvaged historic highway materials should be retained for reuse in a safe and secure store.

Response on 4 October 2006

A resident referred to the recommendation that any salvaged historic highway materials should be retained for reuse in a safe and secure store and suggested it should be catalogued and recorded in a public document. Councillor Higginbottom agreed that this was a good idea.

Another resident wanted to clarify that the specific location referred to in the initial question was on Darley Lane at the entrance of car park and not on the corner of Edward Street which has been mentioned at Conservation Area Advisory Committee.

She stated that this was an important issue and wanted to know if officers had introduced the Conservation Area Advisory Committee recommendation that officers visit sites to identify historic highway materials and retain them for reuse in a safe and secure store.

Actions agreed:

Agreed to keep the item open and update on whether the recommendation will be introduced as a new procedure as part of maintenance work on the highways.

Update:

The recommendation at Conservation Area Advisory Committee refers to Highways Development Control establishing a proper system/storage facility for salvaged highway materials. We can confirm that Highways Development Control will keep records of salvaged highway materials in conservation areas for new developments and liaise with the Built Environment Team. Highways Maintenance will continue to liaise with the Built Environment Team for more routine works in conversation areas. Note and close.

6. Ref 506015 – Darley Park – BBQ Notices, Darley – raised 05.04.06

Responsible officer(s) for more information:

Dawn Dagley, Parks Officer Community, Environmental Services, telephone 716272

Issue:

A member of the public raised concern about the use of disposable barbeques at Darley Park, as the grass and tree trunks were being damaged, and there were also problems with food remains being left on the ground. She explained that she had previously spoken to Dawn Dagley who had informed her that it was intended to install notices banning the use of these barbeques.

However she has now been informed that this would not happen, as it was felt that there were too many notices in the parks forbidding people from certain activities.

She explained that Bradgate Park in Leicestershire had actually banned the use of disposable barbeques for this reason. Comments also mentioned the number of entrances and the number of signs at entrances.

Previous key points / action taken:

July 2006: It is Parks policy to keep signage in parks to a minimum. The difficulty with putting up any signage is that there are so many entries and exits to parks there is no guarantee that people will see the notices and they require something to fix them to. There are so many activities that people undertake on parks that it is difficult to cover all areas.

BBQ's are not allowed as part of events and posters / leaflets advertising the Darley Park Concert indicate that BBQ's are not allowed.

October 2006: Parks Officers are still investigating the idea of a designated area; they are talking with other local authorities to see what their policies are and will report back to a future meeting.

Response on 4 October 2006

Residents were not satisfied with the time taken to respond to this question. Richard Smail confirmed officers are still gathering ideas from other Councils.

Councillor Higginbottom and residents asked that Dawn Dagley attend a meeting to report back. Richard Smail responded that residents can contact Dawn Dagley directly if they need a quicker response and more details.

A resident asked what measures the Council are taking regarding fire safety. Councillor Hickson reported that this would be considered at the same time as any new proposals are introduced.

Actions agreed:

To update on idea of having designated barbeque areas.

Update:

Parks officers have consulted with seven neighbouring local authorities about how they respond to barbeques on parks. As a result a set of guidelines are being produced that will clarify the use of barbeques on parks and open spaces in Derby. These guidelines will be available when they have been formally agreed and can be viewed by contacting Dawn Dagley on 716272. Consideration is still being given about how the guidelines can be appropriately enforced and publicised on over 300 pieces of open space. Note and close.

7. Ref 506017 – Parking Enforcement, Markeaton Primary School, Bromley Street, Darley – raised 05.04.06

Responsible officer(s) for more information:

Inspector Rachel Walker. Derbyshire Constabulary. Telephone 613131

Steve Alcock, Parking Development Engineer, Regeneration and Community. Telephone 71 5128

Issue:

A representative from Markeaton Primary School informed the panel that although they had a traffic regulation order, there was still considerable problems with parents parking on the zig - zag lines. She explained that as requested, she had kept a record of offending vehicles, but to date had not been contacted by Officers.

Previous key points / action taken:

July 2006: Derby City Council will take over responsibility from the police for parking enforcement in the city on Monday 3 July.

Illegal parking will become a civil, rather than a criminal, offence and the Council will be employing 25.5 full-time civil parking attendants instead of the five full-time traffic wardens currently employed by the police.

The Council is taking over enforcement with the aim of reducing congestion and improving safety for motorists and pedestrians. The income from fines will pay for the enforcement and any surplus will go towards maintaining parking facilities and funding other transport initiatives.

Parking restrictions on Derby's roads will be enforced 24 hours a day, seven days a week. The civil parking attendants will issue fines of £30 (rising to £60 if not paid within 14 days) to anyone contravening the restrictions. They will not get commission or bonuses for giving out more parking fines. The Council has been using posters, leaflets and advertisements on the radio and on buses to inform motorists of the forthcoming change since the start of this month.

Surveys have been undertaken at Markeaton Primary School to ascertain compliance levels with the traffic regulation order, and enforcement will be undertaken as apart of the Council's new responsibilities. The school summer holidays means that any lasting effect of the enforcement will not be felt until into the Autumn term.

A local resident asked the panel for assurance that the parking regulations would be enforced during the new term in September. Concern was raised that people park close to the white zig zag lines, making it dangerous for the children, some of which are visibly impaired to safely cross the road. Councillor Gerrard assured the meeting that the area would be treated as a priority. Colin Avison reported that he had been to the school, and they had agreed to monitor the issue in the autumn term.

October 2006: Prior to the introduction of Decriminalised Parking Enforcement on 3 July 2006, a process of reviewing the necessity of all the traffic restrictions in the City was undertaken. As a consequence, some restrictions have been revoked. This means that all remaining restrictions are considered to be useful and necessary and will be regularly enforced.

There are areas, for example, Pride Park on match days and the area surrounding the University where we are aware of acute issues. We will undertake targeted enforcement in 'hot spot' areas when the need arises, with the aim to lessen congestion and problems for other road users. As the latest technology is being used in our enforcement effort, this means we have the ability to constantly monitor where abuse most regularly occurs. This information, coupled with reports to our Parking Services hotline helps us determine how best to direct our efforts.

Our Enforcement Officers have visited the Markeaton Primary School area and talked with teachers, parents and residents to encourage drivers to act responsibly.

Residents should report any illegal parking concerns to the Parking Services hotline, Tel: 01332

715032 or e-mail: parking.services@derby.gov.uk

Response on 4 October 2006

A resident referred to the update provided and requested the details of the traffic restrictions that have been revoked in Area Panel 5 area.

A resident emphasised that it is important that the traffic restrictions are enforced and that the Council does more than talk to people.

A governor of the school thanked the Council and area panel for the work done and that working closely with officers talking to teachers, parents and children is all part of educating those responsible. However, she recognises more work is still needed to educate more parents and residents.

Actions agreed:

Provide details of the traffic restrictions that have been revoked in Area Panel 5 area.

Update:

No waiting restrictions were revoked in the Area Panel 5 area in the recent review. Note and close.

8. Ref 506020 – Petition - Street lighting on Nottingham Road, Darley – raised 05.04.06

Responsible officer(s) for more information:

Alan Jaques, Street Lighting Manager, Regeneration and Community Tel: 715014

Issue:

A petition signed by 57 residents was submitted which asked for street lights to be installed on part of Nottingham Road near to the city centre.

Previous key points / action taken:

October 2006: A report responding to the petition can be found elsewhere on the agenda in item 6. We propose to carry out an interim minor upgrade of the existing lighting with a full review that will take place with the Street Lighting Private Finance Initiative contract.

Response on 4 October 2006

Councillor Harbon reported that the petition had been submitted because certain streets in the area were pitch black.

Richard Smail referred to the report responding to the petition in the papers. He confirmed that officers had surveyed the site, and some poor lighting issues had been identified. Interim minor upgrades would be made before the end of October 2006 to a number of lighting columns to give more illumination, but in the long term the Street Lighting Private Finance Initiative would allow the lighting in the area to be totally replaced.

The Panel supported the proposed action.

Residents asked for more information about the Street Lighting Private Finance Initiative and suggested a presentation is provided at a future meeting.

Actions agreed:

To ask for more information on progress of the Street Lighting Private Finance Initiative - PFI.

Update:

The Street Lighting PFI is still being developed. There is no further information available at this time but when progress is made information will be provided at a future area panel meeting. Note and close.

9. Ref 506026 – Shrubs, Broadway, Darley – raised 12.07.06

Responsible officer(s) for more information:

John Edgar, Maintenance Manager, Regeneration and Community, telephone 715057

Issue:

A resident informed the panel that the shrubs on the side of Broadway, as you approach Kedleston Road needed trimming, as they were obscuring visibility for traffic.

Previous key points / action taken:

October 2006: The shrubs at this location have previously been identified as requiring trimming back. An order had been placed to have the work carried out, but the contractor was not able to gain access to the shrubs due to parked cars. We expect that the shrubs will be cut back in the next couple of weeks.

Response on 4 October 2006

A resident asked when the shrubs would be cut back, particularly at the end of Broadway and the junction of Kedleston Road.

Councillor Hickson confirmed it was the shrubs on Kedleston Road that needed attention, as drivers look right out of Broadway up to the brow of the hill.

Actions agreed:

To investigate and cut back shrubs

Update:

We have asked the Arboricultural team to arrange for the hedges and trees to be cut back. Note and close.

10. Ref 506035 – Fly Tipping on footway at Bridge Street and Lodge Lane junction, Darley – raised 04.10.06

Responsible officer(s) for more information:

Ian Donnelly, Group Leader Public Health, Environmental Services, telephone 715219

Issue:

A resident raised concern over the fly tipping on Bridge Street and Lodge Lane junction. Photographs were handed to the panel, showing the results of a week of tipping. She explained it is not a one-off occurrence, it happens everyday to a lesser or greater degree and that some people who know that the premises – Alton Metals – is a scrap metal merchant, dump rubbish outside and expect it to be dealt with. The panel were asked if something could be done to stop this problem continuing.

Previous key points / action taken:

New item

Response on 4 October 2006

Councillor Hickson agreed that footway was a mess and that it had been raised with officers already.

He commented that this location is no longer a suitable site for metal merchants but they do have permission to trade on the site.

Councillor Baxter agreed to raise it with the enforcement officers.

Actions agreed:

Investigate and report back at the next meeting

Update:

The location has been monitored by Environmental Health using CCTV equipment over the weekends of 14/15 and 21/22 October. A number of individuals were observed leaving various items of waste outside the site and have been identified through their vehicle details. Leaving waste outside the site is an offence under the Environmental Protection Act 1990 and the Division is now in the process of interviewing those concerned. WE will then decide what action to take against them.

Prior to using the CCTV equipment evidence has previously been collected from items left and a number of warnings have been given. There is currently an old Environment Agency 'no-tipping' sign outside the site but this is quite small and not very noticeable, so we will replace this with a larger, more up to date sign. This has been ordered.

The intention is to survey the site with CCTV again when the sign has been replaced, and periodically on further occasions in the future. The items that cause problems are those that the site is not authorised to accept, such as fridges/freezers and other non-metal waste which are often left when the site is closed. It is thought that a high proportion of those people leaving waste are 'regulars' and by monitoring the area and taking action against those found tipping the problem can be reduced. Note and close.

11. Ref 506036 – Air Quality at Five lamps, Darley – raised 04.10.06

Responsible officer(s) for more information:

Julian DeMowbray, Group Leader - Pollution Control, Environmental Services, telephone 715228

Issue:

A resident confirmed that he had received the latest CD about Air Pollution and stated that it refers to a new Air Quality Management Area – AQMA, being put into place covering the Five Lamps area. He asked if the AQMA is in place yet and if not when.

Previous key points / action taken:

New item

Response on 4 October 2006

None.

Actions agreed:

To provide a response to the resident by email.

Update:

The Air Quality Management Order was made at the end of October 2006 and Five Lamps is now officially within an Air Quality Management Area. Further information is available on the Council website www.derby.gov.uk An email was directly to the resident. Note and close.

12. Ref 506030 – Petition – Old Chester Road Traffic Offences, Darley – raised 04.10.06

Responsible officer(s) for more information:

Inspector Rachel Walker, Derbyshire Police, telephone 613131

Neil Palfreyman, Traffic Management Engineer, Regeneration and Community, telephone 716090

Issue:

A petition was received signed by 104 residents who are opposed to dangerous drivers on Old Chester Road and City Road. They are concerned about speeding 'rat runners' who abuse the one way system between Kirk Street and the Coach and Horses mini roundabout on Mansfield Road.

They have requested positive action from the Police and Council.
The problem is worst at the weekends when people leaving Darley playing fields use it as a short cut.

Previous key points / action taken:

New item

Response on 4 October 2006

Residents confirmed that Councillor Williamson had visited the site in August to assess the problem and that the Police had taken action as well. Residents asked for short term action to help address the issue immediately and for a longer term strategy to prevent it happening in future.

Richard Smail confirmed that the Police had visited the site as soon as the petition had been presented in August and had stopped and cautioned many drivers using the one way system illegally. He reported that the Police have made a commitment to continue to visit and monitor the road. He also confirmed that as an immediate short term action the Council has replaced the two original no entry signs with two new illuminated signs and have erected an information sign stating 'no access to Mansfield Road'.

Residents commented that the new information sign couldn't be seen because of the branches from a nearby tree and they needed removing.

Richard Smail confirmed that a report will be provided to a future area panel meeting outlining proposals for other options such as providing 'build outs' to narrow the road.

Actions agreed:

Report back to a future meeting on options available.

Cut back branches from tree.

Police to continue monitoring the road

Update:

A report in response to this petition can be found elsewhere on the agenda for 6 December 2006 in item 6. The report proposes to note the actions already taken to address the issue including replacement of signs, lamps and an additional sign and proposals for footway build-outs. Also that the possible implementation of traffic calming has been added to the list of possible highways and transport work in 2007/08. Note and put into Outstanding Issues table until April 2007.

13. Ref 506014 – Scout Hut, Leytonstone Drive, Mackworth – raised 05.04.06

Responsible officer(s) for more information:

Julie Basford, Asset Manager, Chief Executives, telephone 255545

Peter Matthews, Local Manager, Derby Homes, telephone 718772

Issue:

A resident raised concern over the empty scout hut that constantly being vandalised by local youths. This issue had been raised previously at Area Panel 5 in October 2005 and the responses had stated that Cabinet has agreed £20,000 for demolition and that the work would be progressed. The resident went on to state that the tender for demolition had not been progressed yet and wanted to know why.

Previous key points / action taken:

July 2006: The scout hut is situated on land which was acquired in 1952 for the development of the Mackworth Estate. Most of the land was developed for housing but areas were used for open space, shops and community facilities to benefit the residents. The ancillary parts were historically also managed by the former housing dept and were included in the Derby Homes management agreement. We are currently reviewing the non housing stock properties included Derby Homes

agreement and whether they could better be managed in some other way.

Derby Homes were informed that we were to organise the disconnection of utility services to the Scout Hut on 26 January 2006. We had no prior information as to which suppliers managed the services to the site. Additionally, we had no meter reference numbers (the gas meter was removed long ago) and it took several attempts for both Severn Trent and National Grid to even find their billing references for the property - actually listed as 134th Scout Group or 134 Leytonstone Drive. For electricity removal, the meter had to be removed before any work could start on the underground cables or work would be delayed.

In late February faxes were sent to the relevant departments of all suppliers with covering letters & site plans detailing the area and building. Clarifications and further information were provided, payments authorised and work programmed in by the contractors of each of the suppliers. All of this was finally completed on 3 May 2006.

Unfortunately, none of the service providers have supplied any official documentation confirming the work they have completed nor provided site plans, showing exactly where the services have been terminated. Demolition work cannot start until official documentation is received that confirms that work to disconnect utilities has been completed along with site plans showing exactly where the services have been terminated. This information is needed by the demolition contractors.

The delayed receipt of information that services had been safely disconnected and ensuring we had a plan showing where they were capped off and where any redundant pipes were within the site affected the tender process for demolition. Additionally staff capacity and prioritisation were an issue. The tender documentation was well progressed but staff dealing with it have been dealing with the urgent situation at Sinfin Community School following the fire and also with other urgent health and safety issues affecting our properties. In addition to the removal of services, Derby Homes were instructed to board up the property (where the external cladding had been removed), replace two manhole covers and carry out a general site clearance.

The actual structure and surrounding site do not present a danger to the general public. Derby Homes have had the area monitored by the Community Watch Patrol team for any activity at night. There have been some problems with people who have caused criminal damage to the hut, gaining access by force and in one case started a fire. Any reports vandalism or damage have been dealt with swiftly by the local housing office as will any further reports until demolition work begins.

Regarding a date for demolition, We cannot give a firm date yet. We are aware of the anti social behaviour issues around the property and the impact on residents. We have every intention of progressing the demolition as soon as we can but this will not be until the service disconnection documentation is with us and will depend on priorities elsewhere.

October 2006: The prospective purchasers had their planning application refused recently. The Council is still awaiting confirmation on what they plan to do. The funding for the demolition is all approved and we are due to sign the contract before demolition can take place.

Response on 4 October 2006

None.

Actions agreed:

Update on progress to demolish the building.

Update:

The building has now been demolished. Note and close.

14. Ref 506022 – Petition – Repaving of Balham Walk, Mackworth – raised 12.07.06

Responsible officer(s) for more information:

John Edgar, Maintenance Manager, Regeneration and Community, telephone 715067

Issue:

A petition had been received from the residents of Mackworth Estate living in the area of Balham Walk, requesting the urgent repaving of Balham Walk.

Previous key points / action taken:

July 2006: Councillor Baxter reported that he had already been investigating this issue, and had been assured by the Senior Inspector that the repairs would be carried out this year. He explained that the reason for the delay was because of the Street Lighting Private Finance Initiative that could involve new lamp posts being installed on Balham Walk. It would not be sensible to resurface the footway if it is to be dug up again soon afterwards. At the moment the programme for new lighting is not known and until it is announced by the contractors Councillor Baxter explained he would keep pressing for the footway repairs.

Residents asked the panel for details of when the replacement lights would be installed.

Councillor Higginbottom requested that Balham Walk is put forward as a priority to the contractors.

October 2006: A report responding to the petition was presented to the meeting. It recommended that no action is taken other than to make sure Transco repair their reinstatement and that the six monthly routine inspections continue.

Response on 4 October 2006

A local resident expressed his disappointment with the outcome that suggests the pavement is safe. She suggested that the Access Officer inspects Balham Walk because many disabled people are unable to use the footway.

Councillor Gerrard also stated he was very disappointed by the response in the report, and asked that officers are asked to reconsider. He had been informed that the amount of people using a footway was taken into consideration and Balham Walk is a well used path, he asked what would make it a high priority.

Councillor Higginbottom asked how many reported trips and falls had occurred on the path.

Richard Smail confirmed that highway officers visited and inspected the footpath and the only defect found was where Transco had not repaired properly and they have been asked to complete a repair.

Officers use a set criteria to assess the safety of footways which involves checking the intervention level which is the height difference of any joins or cracks. It will be checked every six months.

He explained that if the panel is not satisfied with the response they could refer it back to the Cabinet member for reconsideration.

Councillor Higginbottom proposed that the issue is referred to the Cabinet member.

Actions agreed:

To refer to the Cabinet member for a Planning and Transportation for reconsideration of the response.

Update:

This issue will be considered at the Planning and Transportation Individual Cabinet Member meeting on 13 December 2006. In consultation with the Chair of the Overview and Scrutiny Commission, the Cabinet Member will decide on the new response which may either confirm the original response or involve a review of policy or resource allocation by the Council Cabinet Member or the overview and scrutiny commission. A response will be provided at the Area panel meeting in January 2007. In the meantime Balham Walk has been included on the list of Highways Maintenance issues to be considered for 2007/08. Note

15. Ref 506034 – Quality and Cleanliness of Cycle Route in Friargate, Mackworth – raised 04.10.06

Responsible officer(s) for more information:

John Edgar, Maintenance Manager, Regeneration and Community, telephone 715067
Malcolm Price, Waste Manager, Environmental Services, telephone 716350

Issue:

A resident raised concern over the cycle route from Cobden Street into the city centre, via Friar Gate. He is concerned that some of it is cobbled, which is not very suitable and some is identified by a white line down the existing footpath and is unsafe because of rubbish blown up from the road and is not cleared. Can they be swept?

Previous key points / action taken:

New item

Response on 4 October 2006

None.

Actions agreed:

Investigate reason for cycle route including cobbled areas and what is done to reduce rubbish on cycle routes and report back.

Update:

The cobbles are part of the historic fabric of Friar Gate.

The cycle paths on Stanley Street, Stepping Lane, Uttoxeter Road and Friar Gate received an extra sweep in mid November. Most footways/paths in residential areas are swept on two occasions each year but we will always respond, as in this case, to specific problems that may arise. Note and close.

16. Ref: 505040 – University Parking, Allestree and Darley - raised 12.10.05

Responsible officer(s) for more information:

David Gartside, Head of Traffic, Regeneration and Community, telephone 715025
Inspector Rachel Walker, Derbyshire Police, telephone 613131
Neville Wells, University of Derby, Telephone 591962

Issue:

Over the past two years residents have raised a number of issues, concerns and petitions about student parking and traffic around the University of Derby. These include complaints about student parking on Oakover Drive and Amber Road in Allestree, Broadway and Penny Long Lane and around Markeaton Street. Complaints had also been raised about the amount of litter generated on Broadway due to flyers and posters being placed on the car windscreens.

Previous key points / action taken:

University presentation in July 2005 - Professor John Coyne, Vice Chancellor, to Area Panel 5. He outlined the background to the University, the development the masterplan for the University and its local impact.

Issues raised:

Is it Council Policy that prevents the university building more car parks? It was explained that there are national guidelines that the Council has to work within and the University works within the Council framework.
Charging staff and students to park within the University is making students park on local roads.

The Council needs to take this on board.

The core issue is consolidating more students on Kedleston Road site, it creates more parking problems and putting yellow lines on roads will not help residents.

Concern that residents will have to pay to park their cars outside their own properties.

It is not staff parking that is the problem but student parking and through traffic that needs to be dealt with.

Councillor Wynn complimented the university on their travel plans, but unfortunately it is not working. When additional students come to the site, the streets are not going to be more packed, as they are already full, so they will spread over the city – totally in favour of the university providing multi-storey parking on site.

Residents can only reclaim their streets by residents only parking schemes.

The university website states some roads are access only and not to park there, however nowhere does it say in student documents that parking on the streets outside of the university is illegal.

Cedar Street is a no parking area but students still park there and residents get abuse.

What have the University done to engage a positive association with Markeaton Brook, bearing in mind that the Markeaton Street site has caused problems with the brook and the bowling club

Could there be an exclusion zone around the university and how it could it be enforced?

Could more neighbourhood watch schemes similar to Carsington Crescent, be set up - anyone who is a resident is known by the watch, but any non residents are given a note on their car by the watch coordinators and the police, when they have resource would ticket these vehicles.

Responses:

University recognises that having more than one site generates some of the additional traffic.

Want to be a good neighbour and value relationship with the Council and residents, and work closely with the council to tackle issues.

If the University did not charge for parking on site it would encourage more students to park on site and when spaces are not found they would seek other locations nearby. By discouraging parking on site and encouraging other transport methods is the solution. 39% more students now use local transport. From 2006 the University is scoping a project to provide free buses for all students in residence.

Issues are about traffic flow, not just parking. Providing multi-storey parking on the site would generate a massive increase in traffic in the area.

University does not condone irresponsible parking or behaviour.

University is looking at cycling schemes in the city centre which link to shuttle buses .

Freshers Fair in September – students are informed not to bring cars

Oakover Drive – a report in response to petition was presented to the panel in February 2005 and the request to introduce waiting restrictions was turned down. The report outlined that legislation surrounding traffic regulation is very clear in that parking restrictions can only be considered where safety is unduly compromised or traffic flow is significantly affected. It was confirmed that officers would keep the situation under review.

Broadway and Penny Long Lane - A resident was concerned about people parking on double yellow lines at the exits from Penny Long Lane in July 2005, and they asked whether the police or traffic wardens were responsible for monitoring this. It was reported that the yellow lines are there to protect the visibility of the junction. The enforcement of this is currently with the police but will transfer to the Council in 2006. The Police have been visiting the area and 29 fixed penalty tickets were issued in one week in September on Broadway. These include any vehicles breaking the law near Penny Long Lane. The Police anticipate that over 100 tickets will have been issued on Broadway in September.

A resident suggested the Council considers a scheme that allows two-hour no parking in the middle of the day on Broadway to make sure people could not park there all day. This is what Nottingham Council had done around the Queens Medical Centre. In response the Council explained that parking is tolerated on the public highway and all members of the public are able to park providing they do so in accordance with the Highway Code. Yellow lines are not a tool to prevent unwanted people parking on the public highway. They are generally only considered where there is a road safety hazard or serious congestion. It is not considered that either of these cases

apply on Broadway.

Markeaton Street - A petition signed by 63 people had been received requesting a one-way system on Markeaton Street, due to the anticipated increase in traffic and parking problems due to the high level of developments in the area, and the proposals to expand Derby University.

December 2005:

University response: The University Executive, including the Vice Chancellor meet on a three monthly basis with Councillor Repton and senior officers at the Council. Our staff also work routinely with council officers in highways, public transport and travel planning.

We have spoken at two area panel meetings to engage with local residents in response to the disruption caused by inappropriate or inconsiderate parking by students attending the Kedleston Road campus. We are keen to work with the Police, Council and local residents so that we work individually and collectively to make changes

University Travel Plan – We have introduced a travel plan for staff and students to reduce the reliance on single occupancy car travel and as a way control vehicles onto and around the campus. Fundamental to this is the subsidy towards the Unibus from car parking charges. In 2004 there was a 38% increase, which was about 130,000 extra journeys on the Unibus. In 2005 the Unibus ran throughout the summer to support those staff and students who wished to change their travel planning completely.

A major initiative this year has been to offer free travel on the Unibus by giving 25 free tickets to all halls students. This is a £70,000 investment in the bus services and has been so successful that extra buses to the Bridge Street halls have been introduced first thing in the morning. One of the targets for the University travel plan is to provide free travel on the Unibus for staff and students. This will represent a significant cost and the University will need to fund it.

We are aware that this option maintains the reliance on the car for some staff and students. However in many cases there is no opportunity to use any other form of transport than the car.

We are currently conducting a full review of their parking policies to ensure we have the correct balance of parking spaces and parking privileges for staff, visitors, full and part time students. This is part of the University plan to reduce to zero the impact of the car on their neighbours.

Working together - We work closely with the police regarding parking and have been actively involved in deterring students parking on the grass on Broadway by patrolling the area with our own security staff. We also put notices onto cars that have parked on the grass.

We will continue to develop support of CarShare Derbyshire, our preferred car share scheme. We have links with Raleigh and Samways for discount cycle sales and are investigating Smart car pool cars to reduce the need for staff to travel within Derby during the day. In September 2005 our pool car scheme had over 10,000 miles driven allowing staff the ability not to bring their cars to work.

Council Response; The Council undertakes, and has continued to do so for many years, regular joint working with the University and the Police to deal with and control student parking in and around the University. This joint working is often in response to particular problems which arise, but also takes place as a matter of course before the start of the new academic year and at times of change. Our experience has shown that the start of the new academic year is often a difficult time. The arrival of new students requires a mixture of enforcement and encouragement in order to ensure that their behaviour doesn't create problems in nearby residential areas. This year, perhaps due to many circumstances including road works on Broadway, has been quite difficult.

Working together: The University have responded by engaging with students and giving them guidance on how they should behave and travel to the site, the Police have responded by carrying out extensive enforcement and the Council have taken steps to prevent parking on verges along Broadway. As always we are continually monitoring the situation. Road safety is our primary concern but we also try to take account of the impact parking has on local residents.

Parking on the Campus: There has been much discussion and debate on the possibility of a multi-storey car park facility within the University Campus. Many people view this as the solution to students parking in nearby residential streets. The main issue with taking such a proposal forward

is the impact that the increased parking provision would have on the nearby highway network. Congestion is already severe along Kedleston Road and nearby corridors. Increasing car parking provision will increase the number of people who want to travel to university by car but it is not possible to accommodate this additional traffic on our roads.

The Council's view is that there is only one long term sustainable solution, to the problem of the amount of students requiring access to the University, and that is to discourage car use and continue backing alternative initiatives such as the Unibus and developments which require less transfer between University sites. We strongly support, from a transport point of view, the University's accommodation strategy and expect some improvements to be delivered by combining most of the University's operations onto the Kedleston Road and Markeaton Street sites. This will cut down the need for inter-site travel and will enable better provision of alternative forms of travel.

We have supported and encouraged the University in its development of a Travel Plan for staff and students and we recognise the significant steps made to encourage alternative forms of travel to the car. The move towards free Unibus travel for staff and students is an initiative that we must all welcome and which will have a large impact on reducing the levels of parking in residential streets.

Residents' only parking: Residents' only parking initiatives are considered by the Council in streets where there is little off-street parking and residents are experiencing difficulties parking due to commuters or shoppers parking for long periods. We have offered residents of the Cedar Street/Longford Street area the opportunity to opt for a residents' only parking area as a replacement to the current Access Only restrictions. The majority of residents were not in favour of such a scheme. Carsington Crescent, although not suitable for a residents' only parking scheme, does have an access only prohibition. In this area this restriction works well and has been enforced regularly over many years by the police. We have discussed the possibility of introducing Access Only Orders on other roads. The Police, who have great difficulty enforcing such orders, do not support introducing Access Only Orders on other roads.

Neighbourhood Watch: The Neighbourhood Watch car stickers referred to are issued by the Police to assist them in identifying cars owned by residents of the street when they are enforcing Access Only orders. This provides some assistance to the police in determining whether a parked vehicle is legitimate but enforcement is still an onerous task. The Police are actively encouraging more residents to set up watches in the area.

Litter: The Council does not take enforcement action against people leaving leaflets under car windscreen wipers and currently this is not an offence. However, an offence of littering is committed when a person drops the leaflet. Currently the fines for littering are a Fixed Penalty Notice of £50 or £2,500 through the Magistrates Court. However, new legislation is due to come into force in 2006 under the Clean Neighbourhoods Act. This legislation will allow councils to designate areas so that companies or individuals cannot distribute flyers without the council's permission. A fine of up to £2,500 would be levied against culprits.

December 2005: Richard Smail explained that all the parking and traffic issues that relate to the University sites are now being coordinated in one Update item. He explained that the University, the Council and the Police are working together in a coordinated way at both a strategic and operational level.

Sergeant Critchley gave an update on the specific actions taken by the Police in the areas around the University. He confirmed that the Police support the introduction of yellow lines but do not have the resources to enforce any more Access Only orders:

Kedleston Road - Neighbourhood Watches have been established and laminated permits issued. 460 fixed penalty notices have been issued but he is aware that many residents are also students. Longford Street residents have expressed their thanks for work done.

Broadway - Made worse by parking on grass verges but the plastic fencing has helped a lot. Fixed penalty notices have been issued around Penny Long Lane and on Broadway but currently not possible to issue notices while leaves cover yellow lines.

Allestree – aware of parking issues on Amber Road and Oakover Drive but they are not as problematic as other areas and some are related to Park Farm shoppers.

Councillor Repton thanked the Police for their excellent work. He commented that the parking and traffic issues are very complex and while the University was trying to solve the issues there was still more work to be done.

Broadway Action Group had developed their own Travel Plan and shared it with the University who had agreed to attend a meeting with them in January. Agreed to send a copy to the Council.

A resident suggested that the University attend all Area Panel meetings regularly. It was noted that the University meeting with the Broadway Action Group was a good way forward.

February 2006: PC Dickinson reported that 522 fixed penalty notices had been issued by the Police since October 2005 in areas from Amber Road in Allestree to Statham Street off Kedleston Road. This included 171 notices on Broadway. In response to a question about local residents receiving fixed penalty notices in the Longford Street area, he confirmed that work is going on with local residents and these notices would be rescinded.

April 2006 - The University report that it has been agreed that the group will meet again in six months. In addition they report that Councillor Repton has suggested that he meets with David Gartside from the Council and Neville Wells from the University to discuss the issues relating to the student parking issue to be prepared for the new intake of students in September 2006.

October 2006: The Council has continued to work with the police and the University to ensure that we are well placed to deal with problems arising from inconsiderate and inappropriate student parking around the University.

Because of the problems encountered last year, with vehicles parking on some parts of the verge along Broadway, the City Council has arranged for physical works to be carried out. These works have involved the installation of bollards to physically restrict vehicular access and will be helpful in protecting the verge at all times. The success of these works will be monitored, particularly with regard to any displacement effects.

As publicised throughout the summer, the City Council is now responsible for enforcing waiting restrictions. Therefore, resources are being concentrated on the contravention of waiting restrictions in the University area in an attempt to get the influx of new students into good parking habits for the rest of the academic year. The change in the enforcement regime will be highlighted in the area by posters at strategic locations. We will work with the police to ensure that Access Only areas also receive enforcement attention and we will, as usual, monitor parking and other activity throughout the area. Where problems occur we will look for appropriate and effective solutions.

Last year we had some problems with levels of parking at Amber Road and Norbury Close at Allestree. We are developing proposals to help reduce the impact of parking in these locations and will look to bring them forward as soon as we are able.

The University is continuing to work closely with both the Council and the local police to minimise the impact students parking has on its neighbours. A leafleting campaign is underway to advise on the need to park considerately and legally. All halls students will be advised of the need to park correctly and considerately should they use their vehicles to travel to the University. This same message is being broadcast on the university video net on all TV's in the common areas of the University.

From feedback received, the access only road markings did improve awareness of the restrictions in place.

The University has an on going commitment to travel planning and is maintaining and developing its travel plan. This extends to heavily subsidised Unibus travel - from car parking charging - free motorcycle parking and for this year improved facilities for cyclists - refurbished changing room and shower facilities as well as increased and improved CCTV for cycle security.

The University is also considering the possibility of a new 230 plus space car park, in line with the current planning assent, that will alongside its proactive travel planning, significantly improve facilities for its students, staff and visitors. This car park when constructed will also be a valuable resource for the city for such events as the Darley Park concert, and events that are held on

Markeaton park.

Response on 4 October 2006

A number of questions were raised at the meeting.

Darley Park Drive Car Park: A resident asked on behalf of the Friends of Darley Open Spaces – FODOS, what the University, Council and Police intend to do about the number of cars parking in Darley Park Drive car park and on the road. Photographic evidence taken on 2 October 2006 at 11 am shows 19 cars and a motorcycle on the car park and 14 cars on Darley Park Drive. Several park users, some of whom have mobility problems, have complained that they cannot park to access the park at this entrance. FODOS members have asked people leaving their cars where they are going and they have confirmed they are students.

University Noise: A resident of Broadway Park Close raised concern about people using the A38 footbridge when leaving late night functions at the University, including noise and removal of fence panels. They have talked to the University and been informed that the gate is closed at 9 pm, but she has checked and this is not the case. She asked the panel to take action.

Parking on Penny Long Lane: Residents raised concern over the problem of students parking on the footpath. They reported that the Police have visited the area, but have only stuck the university notices on cars and students are not taking any notice. They asked if the Police can take any firmer action. A resident noted that some bollards have now been installed at the junction with Broadway which have helped but some cars are still being parked at right angles on grass verges. What can be done to stop this?

Another resident reported that the police have assured him that they are working on signage and notices and hoped the university would take an active part in this.

Parking on Broadway: A resident considered that the current strategies to reduce the impact of students parking on Broadway are not working. She commented that local residents lives are being affected. She recognised that she was criticising the University but didn't want to. She reported that a student had used an old parking ticket and put it on the windscreen when parking where they shouldn't. There were also problems with litter and she asked that the University tackle all these issues.

In response:

Councillor Hickson asked which elected members attend the regular liaison meetings between the Council and University as neither Darley or Allestree members attend them. Richard Smail confirmed that Councillor Wynn, Cabinet member for Planning and Transportation attends with officers. Councillor Hickson asked that the ward Councillors are invited.

Councillor Webb confirmed that the situation was not getting any easier and some additional problems had now occurred such as students filling all the spaces in the Mundy Play Centre Car park. He recognised that the university are putting out leaflets to all the students, giving information, asking them to be considerate and asking them to be good neighbours, but it is not working. He considered that what is effective is the exclusion notice in the Carsington Crescent area where there are active Neighbourhood Watch Schemes. He recommended this model in other similar areas.

A resident of Markeaton Street stated that while they have issues with university parking they also have problems with non-university people parking all day on the street.

Richard Smail referred to a leaflet available at the meeting that summarised the many actions currently being taken by the Council and the University. He also commented that when the University were informed about the parking complaints at Darley Park Drive car park on 3 October they had visited within 24 hours and have agreed to monitor the number of cars and spaces in coming weeks.

It was suggested that the University parking issues could be one of the priorities identified by the area panel when they consider their highways and transportation priorities for 2007/8.

Actions agreed:

To request that Allestree and Darley councillors are involved in the regular liaison meetings.

To investigate when the gate on the A38 footbridge is closed.

To feedback on actions that can be taken to prevent parking on footpaths in Penny Long Lane and on Broadway verges.

To receive feedback about use of Darley Abbey Drive and Mundy Play area car park.

Update:

Council response: In response to the concerns about the level of parking at Markeaton Park car parks and Darley Park Drive car park as well as issues on Broadway, the situation has now settled, as is always the case, now the hectic first few weeks of a new academic year are behind us. Council officers continue to monitor the situation and have taken enforcement action where this has been appropriate.

Since the last meeting the Councils Parking Services team have commenced enforcement within the Markeaton Park car parks. Together with improved signage this enforcement is having a positive impact and the problems here have reduced. Parking within Darley Park Drive car park has also reduced as has the extent of on street parking on Darley Park Drive and other areas. While occasional vehicles continue to park inconsiderately on Broadway the situation here is also now improved and in the main vehicles park responsibly. At the start of term we had significant concerns about the lengths of vehicle queues on Kedleston Road and onto the A38 as well as the extent of parking taking place on Amber Road. These issues too have now reduced considerably and no longer pose a threat to road safety.

Before the start of this academic year we installed bollards in some areas of Broadway to prevent vehicles parking on the verge. These bollards were successful but the problem did occur elsewhere along the road. We are currently considering what action we may be able to take in the future to prohibit vehicles parking and damaging areas of verge. Unfortunately the situation on Broadway is not unique, many other areas suffer similar problems, and the matter is compounded by the fact that some residents also park on the verge. Residents of the row of cottages adjacent to Newton's Walk have particular concerns because they have no off street parking facilities. If we are able to develop any mechanism to prevent vehicles from parking on the verge then we must consider the impact this would have on these residents.

Reference was made at the last meeting about a liaison meeting between the Council and the University and members sought clarification about the purpose behind the meeting and who was invited. The meeting that was referred to is a meeting that essentially takes place between the Councils Corporate Director for Regeneration and Community and the Universities Vice Chancellor. The meeting is attended by the Cabinet Member for Planning and Transportation but it is not a public meeting and it is not directly relevant to the issue of student parking. Residents and members of the panel have indicated that they would welcome a meeting being arranged to discuss the student parking situation. Such a meeting may be appropriate if resources are made available as part of the 2007/8 work programme that the panel is currently being consulted about.

University response: In response to the issue about noise and the gate on the footpath the University confirms that the gates to the A38 bridge are locked at 10.30pm, as this is the closing time for their learning centre. Any students or staff who have walked or cycled will still use this egress from the site and as we encourage these forms of transport we would not want to disadvantage them by making them go the long way around off the site.

The Student Union bar does operate after this time but the people who use this facility who leave after 10.30pm have to use the main drive. We have had instances where people leaving have climbed the gate to the A38 bridge. We actively discourage this and we are looking at extra physical measures to prevent this dangerous practice. There is a meeting with the students Union who manage the bar, later in the month and this complaint will be raised. Note and put in Outstanding Issues table until April 2007.

17. Ref 506033 – Bus Lanes on Duffield Road, Allestree and Darley – raised 04.10.06

Responsible officer(s) for more information:

Peter Price, Transport Policy Manager, Regeneration and Community, telephone 715034

Issue:

A resident raised concern about some of the side effects of the proposed bus lanes on Duffield Road. Capacity is always a problem on Duffield Road, and he considered that the new bus lanes will force cars onto the side roads. He asked what measures are being put in place to address the impact on other routes such as Mile Ash Lane.

Previous key points / action taken:

New item

Response on 4 October 2006

Councillor Hickson stated that the key is to persuade people to not drive into the city centre but to use the buses. Providing a bus lane will benefit the bus service and to support the Council and bus users the bus companies have promised more buses, newer buses and a more reliable service when the new bus lane is in place. In addition the island at Broadway will be made safer. The Council will monitor the result of the improvements closely and will make necessary changes if there is a knock on effect with rat running.

He confirmed that the proposed Kedleston Road bus lane has been postponed until the work around the five lamps area is completed.

Actions agreed:

None.

Update:

It is proposed that the Kedleston Road bus lane is postponed until the Connecting Derby work begins. We anticipate this will be the end of 2007 or in early 2008. Note and close.

18. Ref 506029 – Pedestrian crossing, Markeaton Park, Mackworth/Allestree – raised 12.07.06

Responsible officer(s) for more information:

Tony Gascoigne, Traffic Control Engineer, Regeneration and Community, telephone 715019

Issue:

A local resident considered that the new skateboard park at Markeaton Park now meant even more residents from Mackworth were going to Markeaton Park. He considered this was more evidence for the need for a pedestrian crossing by the Prince Charles Avenue junction and he asked the panel to consider the request.

Previous key points / action taken:

As it is nearly two years since we last reviewed Ashbourne Road, we arranged for a new survey of pedestrian activity to be undertaken on a Saturday morning during the summer when pedestrian activity is higher. The survey has been completed and the results are being collated and analysed. We will provide a further update when the investigations are complete.

Response on 4 October 2006

Noted

Actions agreed:

Report back on completion of investigations

Update:

Our investigations have now been carried out on Ashbourne Road. These reveal that the minimum threshold for the installation of a pedestrian crossing facility was met.

Requests for the installation of pedestrian crossings are assessed using criteria based on national guidance. The guidance is used to assess types of pedestrian crossing facilities and ensures budgets are used to target areas in greatest need. The adopted criteria uses a minimum threshold below which no further action is recommended. Above the threshold other factors such as the mobility and age of pedestrians, and the speed and composition of traffic are considered.

Full 12 hour traffic and pedestrian counts have been carried out along the length of Ashbourne Road from the junction with the A38 to the junction with Prince Charles Avenue.

The busiest hour was 14:00 on a Saturday. There were 40 pedestrians, with 1205 vehicles. At other times of the day small numbers of pedestrians crossed between the gaps in traffic, although they did have to wait for a short time to cross both traffic lanes.

From the observations on site the main desire line for pedestrians was between the Petrol Station and Harringay Gardens. A review of the road injury collisions over the last five years shows that there were no recorded pedestrian injuries on Ashbourne Road.

It is recommended that a pedestrian refuge be installed at this location to assist pedestrians to cross. The refuge is planned to be on the stretch of Ashbourne Road between the pedestrian access to Harringay Gardens and the petrol station. We can't confirm a definite location yet as it will depend on the location of services and will require detailed investigation and planning. We will liaise with Parks to ensure that the refuge is in a suitable place to coincide with the current access to the park

The issue is included as one of the items to consider in the report titled 'Consultation on Area Panel 5 2007/08 programme of highways and transport schemes' found in item 9 on the agenda. Note and put into Outstanding issues table until April 2007.