

Highways and Transport

Request for Initial Investigation work to be undertaken

Derby County Football Club – Match day parking review 2008/09

Part 1 To be completed by Neighbourhood Managers

Location:
Detailed location of issue

Match day parking – Chaddesden and Alvaston wards

Summary of investigations carried out in response to the item on the work programme – progress and implement where necessary further waiting restrictions

Carry out a review of existing match day waiting restrictions in Chaddesden and implement additional waiting restrictions on road safety grounds or to maintain traffic flows.

Summary of recent issues raised

Chaddesden ward

- Highfield Lane – Suggestion that waiting restrictions should also be placed on the whole of the western side of Highfield Lane to aid ingress and egress into private driveways.
- Ashworth Avenue – Obstruction issues.
- Nottingham Road/ Derby Road – Parking obscuring visibility when exiting driveways, causes congestion and is dangerous.
- Rushcliffe Gardens – Obstruction issues.

Alvaston ward

- Dickinson Street, Warwick Street, Bowmer Road and adjoining streets – Abuse of prohibition of driving order by drivers parking in this area to visit Pride Park Stadium.
- Deadmans Lane – Obstruction issues.
- Pacific Way estate (former Wilmorton College site) – Vehicles parking in close proximity to junctions of Harrow Street/ Pride Parkway/ Pacific Way and Pacific Way and Atlantic Way which hinders traffic flows.

Part 2 To be completed by Traffic Management Officers in conjunction with Neighbourhood Board

Initial Investigation prioritisation

- Chaddesden Neighbourhood priority scheme for investigation 08/09

Part 3
To be completed by Traffic Management Officers

Existing Restrictions

Match day parking restrictions (no waiting 11am – 9pm) were introduced in 1998 on the following lengths of road:

Albert Road
Ashworth Avenue
Autumn Grove
The Crescent
Edward Avenue
Highfield Lane
Hillside Avenue
Margaret Avenue
Meadow Lane
Nottingham Road
Ordish Avenue
Ravenscroft Drive
Richmond Road
Stanley Road
Sunny Grove
Walton Road
Wilmot Avenue

Selbourne Street, Beverley Street, Dickinson Street, Taylor Street, Clifford Street, Warwick Street, Archer Street, Gloster Street, Bowmer Road, Ellesmere Avenue, Wilmorton – Prohibition of driving

Recent initial investigations and consultations

Deadmans Lane, Dickinson Street, Warwick Street, Bowmer Road and adjoining streets

In August 2007, residents of the above streets were consulted on a residents parking scheme. Out of the 388 households consulted, only 87 responded (23%) of which 46 (12%) did not want restrictions and 41 (11%) did. Given the lack of support for the scheme, these restrictions were not progressed.

Match day enforcement – 2008/09 football season

There have been 6 home games so far this season, with enforcement patrols taking place before and during all matches. The opening game yielded 27 Penalty Charge Notices (PCN's) both around Pride Park and the surrounding area but encouragingly as the season has developed compliance has improved greatly with only 8 PCN's being issued at the last home game (Vs Birmingham City).

Comments from Parking Attendants

- Suggestion of additional waiting restrictions on Nottingham Road, Chaddesden near to Chaddesden Park.
- Suggestion of additional waiting restrictions on Albert Road, around the junction with Waterford Drive.
- Suggestion of additional waiting restrictions on southern stub of Derwent Parade/ Wyvern Way roundabout (Toys “R” Us roundabout) – Vehicles parking behind existing double yellow lines. *I have checked the map based schedule and the markings on site correspond to the TRO. It is likely that additional waiting restrictions will be implemented, once the site has been developed. The parking does not currently cause any road safety concerns.*

Traffic Management Officer comments:-

Match day observations (observed Saturday 13th September 2008 Vs Sheffield United FC, kick off 17:20)

Pacific Way estate – As this development is not adopted we would not consider introducing Traffic Regulation Orders until the development is complete, at which time we will review the parking situation.

Unrestricted section of Nottingham Road/ Derby Road – Vehicles were parked on both sides of the carriageway between Aldi pedestrian crossing and waiting restrictions opposite/ around the junction of Sunny Grove. Given that the carriageway is approximately 11 metres wide, these vehicles were not hindering traffic flows or compromising highway safety.

Further west along Nottingham Road, vehicles were parked sporadically between Sunny and Lyndhurst Grove junctions.



Nottingham Road

Sunny Grove – Vehicles were parked generally on both sides of the road up to Lyndhurst Grove junction. The waiting restrictions around the Sunny Grove/ Nottingham Road junctions were well observed.

Driveways and junctions provided gaps in the parking to create passing places, as the road is not wide enough to accommodate two way flows in addition to the parking.



Sunny Grove

Chaddesden Lane End/ Chaddesden Lane – A vehicle was parked on Chaddesden Lane End, on the give way marking to the traffic calming, which caused inconvenience to drivers waiting to proceed. This may have been an isolated incident, as I have never witnessed a vehicle parked there previously. No other vehicles were parked on Chaddesen Lane End or Chaddesden Lane.

Richmond Road estate – There are waiting restrictions around the junctions of Richmond Road/ Chaddesden Lane and Richmond Road/ Ravenscroft Drive, these were well observed. Parking did take place between the aforementioned junctions but did not compromise highway safety or hinder traffic flows.

Ismay Road/ Tudor Road – There was no evidence of match day parking.

Chaddesden Park Road/ Reginald Road South and adjoining streets – There was no evidence of match day parking.

Albert Road – Generally, parking was on both sides of the road between Meadow Lane and Waterford Drive junctions, with all waiting restrictions around junctions being observed. As Albert Road is reasonably wide (approximately 7.5 metres wide) parking on both sides of the road did not compromise highway safety or cause too much inconvenience to drivers. East of the western Waterford Drive junction, vehicles were parked more sporadically and did not give me any justification for the need to introduce further waiting restrictions along this section of road.

Waterford Drive – Whilst there was evidence to suggest that match day parking was taking place, the parking did not compromise highway safety or cause any obstruction to passing traffic.



Waterford Drive

Meadow Lane – Parking took place on the majority of Meadow Lane, particularly on the southernmost section of road, this is not surprising given the close proximity to the pedestrian footbridge over the A52. Waiting restrictions were well observed and the parking did not compromise road safety or hinder traffic flows.



Meadow Lane

Autumn Grove/ Evelyn Grove - Whilst there was evidence to suggest that match day parking was taking place, the parking did not compromise highway safety or cause any obstruction to passing traffic.

The Crescent/ Walton Road/ Ordish Avenue – Whilst there was evidence to suggest that match day parking was taking place, the parking did not compromise highway safety or cause any obstruction to passing traffic.

Ashworth Avenue/ Margaret Avenue estate - Whilst there was evidence to suggest that match day parking was taking place, the parking did not compromise highway safety or cause any obstruction to passing traffic.

Highfield Lane/ Highfield Mews – Parking took place on the western side of Highfield Lane, the majority taking place between the junctions with Wilmot Avenue and Margaret Avenue. As the road had recently been surfaced dressed, the restrictions covering junctions on the western side of the road had not been put back, this resulted in vehicles parking bumper to bumper across junctions. Given that Highfield Lane is typically five metres wide and due to the absence of passing places this resulted in conflict, with vehicles having to reverse to allow oncoming vehicles to pass (particularly when vehicles were waiting to turn out of the side roads). However once the missing yellow lines are put back, it will reduce the inconvenience caused to drivers.

The existing restrictions were implemented and were placed on the eastern side to maximise the amount of on-street parking, whilst not compromising road safety or traffic flow, and ensuring driveways are prevented from being obstructed.

It is not possible to justify any additional restrictions on road safety or traffic management grounds.



Highfield Lane

Parking Surveys (Match day and Non match day)

	01/11/2008	13/09/2008
	Non - Match Day	Match Day
Highfield Lane (Nottingham Road - Margaret Avenue)	7	47
Highfield Lane (Margaret Avenue - Highfield Cottages)	17	23
Wilmot Avenue	5	15
Ordish Avenue	11	16
Walton Road	10	18
Ashowrth Avenue (Highfield Lane - Carol Crescent)	10	16
Ashworth Avenue (Carol Crescent – end)	20	23
Margaret Avenue	3	7
Carol Crescent	6	13
John Berrysford Close	14	16
The Crescent	25	32
Meadow Lane (Nottingham Road - Albert Road)	9	19
Meadow Lane (Albert Road – end)	3	43
Albert Rd (Meadow Lane - Stanley Road)	26	62
Albert Rd (Stanley Road - Waterford Drive)	41	51
Waterford Dr (Albert Road - Foyle Avenue)	10	13
Waterford Dr (Foyle Ave - Albert Road)	47	55
Autumn Grove	11	17
Evelyn Grove	8	13
Nottingham Rd (Aldi pedestrian Xing - Sunny Grove)	0	20
Nottingham Road (Sunny Grove - Eden Road)	0	12
Sunny Grove (Nottingham Road - Lyndhurst Grove)	7	60
Chaddesden Lane	4	1
Richmond Road	6	12
Ravenscroft Drive	10	18
Rushcliffe Gardens	0	2
Ismay Road	9	11
Tudor Road	1	5
Reginald Road South	27	31
Chaddesden Park Road (Nottingham Rd - Arridge Rd)	0	0
Oakleigh Avenue	11	13
Hanbury Road	10	12



Highfield Lane – Non match day

Part 4

To be completed by officers carrying out scheme prioritisation

Conclusion

Waiting restrictions are generally only implemented where parking is considered to compromise highway safety or prevent the flow of traffic.

The concept behind match day parking restrictions is to only restrict parking that is considered to either compromise highway safety or prevent the flow of traffic on match days at Pride Park, particularly ensuring that access is maintained for emergency services vehicles.

The parking that I have witnessed in these residential areas has not been parked so as to cause a danger to other users of the highway or causing an obstruction or unacceptable hindrance to traffic movements. Additionally, I am not aware of any obstructions issues associated with emergency vehicles gaining access on match days.

The survey undertaken on a non match day revealed that on-street parking is not as great as on a match day, the biggest differences in levels of parking were seen on Highfield Lane, Nottingham Road, Meadow Lane, Albert Road and Sunny Grove, because the majority of properties on these streets has off-street parking.

It also needs to be considered that introducing any new waiting restrictions, is likely to lead to parking displacing onto side streets.

Actions

1. Continue to liaise with Derby County Football Club in developing their traffic management plan to address the highway issues associated with events being held at Pride Park.
2. Highway Design to put back missing yellow lines on Highfield Lane.
3. Continued enforcement of existing waiting restrictions.

Recommendations

1. No additional waiting restrictions or amendments to the existing restrictions can be justified at this current time.

Summary

The introduction of further Traffic Regulation Orders to limit parking in the Chaddesden area is not considered appropriate at the present time, this is because the current restrictions are considered sufficient for reasons of road safety and maintaining traffic flow. Compliance of the existing match day waiting restrictions is good, this in part is due to efficient enforcement but also because drivers can appreciate the need for the current restrictions.

The introduction of additional restrictions would simply displace the parking into other residential streets.

In the short term the recommendation is to continue to work with the football club in developing their travel plan, to address the parking issues in such a way as to minimise the impact to all residents in the area. The travel plan will need to identify measures that could be introduced to encourage more supporters to travel to the stadium using alternative modes to the private car.

