



DERBY CITY COUNCIL

AREA PANEL 3 7 SEPTEMBER 2005

Report of the Assistant Director – Highways, transportation and
Waste Management

Petitions requesting One-Way Streets

SUPPORTING INFORMATION

- 1.1 As the level of on-street parking increases, particularly in terraced streets, more requests for one-way traffic restrictions are being received. Such restrictions can be perceived by residents as a simple solution to the inconvenience experienced when giving way to opposing traffic where the street is narrowed due to parked vehicles.
- 1.2 There are advantages and disadvantages associated with one-way restrictions and it is important to consider all of them in investigating the recent requests that have been received. It is also important to note that the first requirement of the Road Traffic Regulation Act, 1984 with regard to traffic restrictions, is that there is a clear need for them, on highway grounds.
- 1.3 One-way restrictions are considered beneficial:
 - by preventing the use of streets by unnecessary through traffic. Traffic is not permitted to enter Loudon Street from Normanton Road which prevents Loudon Street being used as a means of bypassing the traffic signal junction at Rose Hill Street
 - by eliminating a manoeuvre from a junction that has a history of accidents. Traffic is not permitted to drive out of Yates Street at its junction with Pear Tree Road due to the number of reported injury accidents that involve vehicles emerging from Yates Street
 - by increasing the capacity of a road in a particular direction, as used on parts of the Inner Ring Road and within the city centre.
- 1.4 The disadvantages of one-way restrictions are:
 - that they do not reduce traffic, it is simply transferred to other streets. The aim should be to ensure that it is always transferred to more suitable streets

- that they are likely to increase travel distances for residents. The Yates Street restriction, referred to above, is regularly abused by those road users who prefer to risk a manoeuvre at the Pear Tree Road junction rather than using the legitimate route which is six times further. The situation then becomes an additional burden for the Police who are required to enforce the restriction
- residents no longer have choice about the most convenient route to their homes. This can lead to abuse, also
- that they can lead to road users taking less care and travelling at increased speeds because they know that they will not encounter any opposing traffic. Speed surveys undertaken last month have shown a small increase in the 85th %ile speed on Empress Road with approximately 4% of vehicles exceeding the 30 mph speed limit, whereas the highest speed recorded prior to the introduction of the one-way restriction was 26 mph
- that they cause greater inconvenience for cyclists than for other road users and can lead to pavement cycling. This inconvenience can be prevented by the complimentary introduction of a contra-flow cycle lane however these are rarely appropriate in streets where available carriageway width is significantly reduced by parked vehicles.

1.5 The most recent requests for one-way streets have been received from:

- Wilfred Street, Sale Street and Molineux Street via a petition from 162 residents. However, five residents signed the petition but stated that they were not in favour of one-way streets.
- St Giles Road via a petition from 84 residents
- Avondale Road and Renals Street via a petition from 32 residents.

Wilfred Street, Sale Street and Molineux Street

- 1.6 Officers have spoken with some of the residents who signed the petition and their main concerns were finding a parking space and the inconvenience caused when they had to give way to opposing traffic. Particular reference was made to the sharp bend on Wilfred Street although, whenever observations were undertaken, there was always passing space available due, probably, to the lack of fronting properties and existence of off-street parking facilities. Some residents also expressed concern about the speed of vehicles using the streets.
- 1.7 The introduction of a one-way restriction will not reduce vehicle speed nor would it create additional parking spaces as parking is currently permitted on both-sides of each of the streets. Further Sale Street forms part of the strategic cycle network and, due to the parking that occurs, there would be little opportunity to permit contra-flow cycling.

- 1.8 Examination of Derbyshire Constabulary's accident statistics shows that there has been only one reported injury accident in the area during the preceding three years. Further, the area is very lightly trafficked with approximately 100 vehicles driven along any of the streets during the busiest hour. It can be seen that one-way restrictions in this area would provide none of the benefits that are referred to earlier. It is also interesting to note that five residents have already taken the opportunity to use the petition to express their opposition to one-way restrictions.

St Giles Road

- 1.9 The petitioners request the introduction of a one-way restriction as a means of solving problems of traffic congestion and the difficulty of finding a parking space. Unfortunately, as explained above, such a restriction will not create additional parking spaces.
- 1.10 Traffic surveys undertaken have revealed that St Giles Road is very lightly trafficked with less than 70 vehicles travelling along the street during the busiest hour. St Giles Road is within a 20 mph zone, encompassing associated traffic calming measures, and the latest recorded 85th %ile speed is only 19 mph.
- 1.11 Again, it would appear that there are no highway safety issues to address in St Giles Road hence none of the benefits or advantages of introducing one-way are likely to be achieved.

Avondale Road and Renals Street

- 1.12 The petition from residents requested a "one-way system to improve traffic flow". Councillor Hussain has also reported similar concerns from some residents of Belgrave Street, so that street and Salisbury Street, have been included in the investigation.
- 1.13 Officers have again taken the opportunity to discuss the issues with some residents, and the following have been identified as the main problems:
- inconvenience caused when having to give way to opposing traffic
 - congestion and inconsiderate parking, particularly during the morning peak, associated with parents taking children to St Joseph's School
 - difficulty in finding parking spaces due to commuter parking during the day.
- 1.14 Again, traffic volumes are very low throughout this area with approximately 100 and 50 vehicles driven along Salisbury Street, and Avondale Road, respectively, during the busiest hour. There has been only one reported injury accident in the area during the preceding three years. Further, Belgrave Street and parts of Salisbury Street and Renals Street form part of the strategic cycle network and there is little scope to permit contra-flow cycling if one-way restrictions are introduced.

PROPOSED ACTION

- 2.1 The inconvenience and annoyance that residents can experience in streets where car parking is at a premium is acknowledged. Nevertheless, it is not possible to recommend the introduction of one-way restrictions, in any of the streets mentioned as there are no individual grounds that would satisfy the requirements of the Road Traffic Regulation Act. However, it is considered that a more strategic approach to residents concerns can be employed by ensuring that these issues continue to be considered as part of the Normanton Neighbourhood Planning process being facilitated by the Area and Neighbourhood Unit. In this way, the issues can be explored as part of broader improvements to the area, rather than on their individual merits. The relevant services will be taking forward the various elements of the Neighbourhood Plan as part of this more strategic approach.
- 2.2 That the Avondale Road, Renals Street, Salisbury Street and Belgrave Street area is added to the list of locations where the introduction of residents' only parking will be considered by Cabinet. It would appear that residents' only parking could serve to address one of the parking issues that residents have raised by ensuring that the limited number of on-street parking spaces are not regularly occupied by commuters.

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