

**AREA PANEL 5 COMMUNITY ISSUES – UPDATE REPORT
BACKGROUND INFORMATION
1 FEBRUARY 2006**

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1. Ref: 504027 – Pedestrian crossing, Blenheim Drive, Allestree – received 02.06.04

Responsible officer(s) for more information:

Tony Gascoigne, Traffic Control Engineer, Development and Cultural Services, telephone 715019

Issue:

Need for a pedestrian crossing at Woodlands School

Previous key points / action taken:

July 2005: The pedestrian crossing on referred to was put in place as part of the school travel plan. The traffic flows differ in this location, as a lot of traffic turns left before reaching the point where the request has been made for a further crossing. We would review the situation should Woodlands School develop a travel plan in the future.

October 2005: A pedestrian crossing has been installed further along Blenheim Drive near to Portway School. The request for a pedestrian crossing near to Woodlands school will be reviewed if the school develops a school travel plan.

December 2005: No further information to add.

Response on 7 December 2005

Councillor Samra asked whether Woodlands school had developed a travel plan yet. David Gartside replied that they had yet developed a travel plan.

Actions agreed:

To provide an update on the Woodlands school travel plan.

Update:

Woodlands School has not yet approached the Council to develop a Travel Plan. In these circumstances the earliest time the school would have completed their travel plan will be March 2009, but there is no certainty that this would be the case. Because of the long timescale we would recommend the matter be closed and reviewed should it become an issue in the future. Propose to close

2. Ref: 505014 – Petition – Crossing on Park Lane and Cornhill, Allestree - raised 06.04.05

Responsible officer(s) for more information:

Tony Gascoigne, Traffic Control Engineer, Development and Cultural Services, telephone 715019

Issue:

A petition signed by 57 residents was submitted which asked for a risk assessment and action relating to the hazard of crossing the road at the junction of Park Lane and Cornhill, Allestree.

Previous key points / action taken:

July 2005: The investigations had not been completed and the report will be available at the October meeting.

October 2005: - report responding to this petition presented to the meeting. Observations on site had shown that pedestrians cross easily and safely in gaps in traffic on all three approaches. Pedestrian and vehicle surveys were carried out over a 12 hour weekday period on Park Lane, St Edmunds Close and Cornhill. This investigation indicated that the threshold for the installation of a pedestrian crossing facility was not met at this location. It was therefore proposed that the request for a pedestrian crossing be refused. However it was recommended that a scheme be added to the Traffic Management Minor Schemes preparation pool to investigate the creation of a new footway at this point..

December 2005: Each year a number of schemes are put forward for consideration by Cabinet. The schemes approved by Cabinet are then included in the following financial year's work programme. The crossing on Park Lane and Cornhill will go forward to Cabinet for possible inclusion in the 2006/07 work programme.

Traffic observation surveys are usually carried out from cars for safety reasons and also to protect the equipment being used. However, on occasions the surveys are carried out standing on the street where it is not possible to safely park cars.

Response on 7 December 2005

None.

Actions agreed:

Update on pedestrian crossing proposals

Update:

The crossing is being considered for the 2006/07 programme, and we will know by April 2006 if it will be installed.

3. Ref: 505028 – Parking, Cornhill/ West Bank Road, Allestree - raised 12.10.05

Responsible officer(s) for more information:

Neil Palfreyman, Traffic Management Engineer, Development and Cultural Services, telephone 716090

Issue:

Concern was raised over parking near the bend on Cornhill and West Bank Road junction, Allestree. It was reported that drivers have to go on the other side of the road around the bend, which is highly dangerous.

Previous key points / action taken:

December 2005: A number of complaints have recently been received, including a request received from the bus company to extend the waiting restrictions at this location. As a result the additional length of waiting restriction is again being considered. Further investigations are being completed to fully justify any recommendation.

Response on 7 December 2005

Councillor Samra asked when the yellow lines would be replaced.

Actions agreed:

Report back on results of investigations

Update:

A traffic investigation was carried out in December 2004 on a number of issues raised by Councillor Webb, in the Cornhill area. As a result of this investigation it was concluded that:

- at Main Avenue / Park Lane junction the introduction of no waiting at any time restrictions would be progressed. This Traffic Regulation Order is about to go out to statutory consultation stage.
- it is not considered necessary to alter the existing waiting restrictions in the vicinity of Cornhill's junctions with Robincroft Road and West Bank Road. Please note these restrictions were implemented in 1987 and there have been no alterations to them since then
- the introduction of additional waiting restrictions on Cornhill could not be considered necessary at the current time. The situation in Cornhill has continued to be monitored. The location has a relatively good accident record with only two recorded personal injury accidents in the last three years, with the causation factors of excessive speed and careless behaviour. The nature of the road tends to dictate vehicle speeds and the occasional presence of parked vehicles tends to help in this respect as drivers show additional caution when passing parked vehicles (and surveys carried out have substantiated this). The parking tends to occur mostly at weekends and in the evenings and therefore it should be concluded that it is mainly the residents or their visitors parking on street.

4. Ref: 505035 – Tree pruning, Allestree Lane, Allestree - raised 12.10.05

Responsible officer(s) for more information:

John Booth, Arboricultural Manager, Commercial Services, telephone 715537

Issue:

Concern was raised over a Horse Chestnut tree that is growing just 28 feet from a residents front door. It was reported that there are problems with children standing on top of work vans to get the conkers. She asked if the tree could be trimmed back slightly so that it doesn't bear fruit. They had been told that because they are mature trees that they cannot be cut, but had suggested taking it out, which the resident did not favour.

The panel were also asked whether it is permitted to trim trees back from their side of the garden.

Previous key points / action taken:

There is no amount of tree pruning that will prevent the production of conkers therefore no tree works are considered necessary. The pruning of overhanging branches does not accord with the Council Tree Management Policy unless there is a health and safety issue.

If the problem with this Horse Chestnut is about blocking light then the Arboricultural Team can provide an estimate to the Area Panel to use its budget to thin the crown by up to 15%. However, it must be noted that this will not have a long term impact of the amount of light nor the production of conkers.

Property owners are entitled to cut back any branches overhanging their boundary, as long as they dispose of all the cuttings properly.

Response on 7 December 2005

The panel asked that the Arboricultural team provides a quote for Cosmetic tree work to improve the light

Actions agreed:

Commercial Services to provide a cosmetic tree work quote for the next meeting.

Update:

The Area Panel will consider a request to fund this cosmetic work to trees as item 9 on the agenda on 1 February. The cost of works for crown lifting and thinning by 15% would be £67.50.

5. Ref 505043 – Markeaton Park, Hard Standing Extension, Allestree – raised 07.12.05

Responsible officer(s) for more information:

Dawn Dagley, Parks Services, telephone 716272

Issue:

A resident asked why an area of hard standing at Markeaton Park, beside Markeaton Lane, is being extended.

Previous key points / action taken:

New item

Response on 7 December 2005

None.

Actions agreed:

Investigate and report back

Update:

Drainage and flood defence works taking place involve replacement of the two overflow weirs leading into the main culverts located adjacent to the Mundy Play Area Car Park.

To complete the work safely, the main entrance to the car park and a substantial area of the car park has been closed. The area closed will be used by the contractor as a site entrance, site compound and work area. A temporary car park has been constructed on the summer grassed overflow car park area with a new entrance off Markeaton Lane. This will maintain pedestrian and cyclists access and provide public car parking for Mundy Play centre and Markeaton Park. The contractor has installed some signage for the new entrance and routes. As this area is only grass it has been stoned to allow use during the winter months and to provide a means of access to the existing car park that is not being used by the contractor. The temporary entrance and stone surface will be reinstated back to grass on completion of the drainage work.

The work will take approximately six months to complete. As part of the work to construct the new weir wall, it will be necessary to remove the line of large poplar trees located against the wall of one of the weirs, to allow access for piling rigs. This has been agreed with our Arboricultural Section. Propose to close.

6. Ref 505051 – Petition – Removal of Bench on Blenheim Parade, Allestree – raised 07.12.05

Responsible officer(s) for more information:

John Edgar, Maintenance Manager, Development and Cultural Services telephone 715067
Andy Thomas, Head of Service Anti-Social Behaviour, Derby Community Safety Partnership, telephone 256910

Issue:

Sergeant Critchley presented a petition, signed by 46 people, on behalf of the local Neighbourhood Watch and local residents. The petition requested the removal of a bench near to the bus stop on Blenheim Parade. The bench is hardly ever used by people waiting for a bus and is the focal point for groups to gather and this has frequently resulted in acts of anti social behaviour.

Previous key points / action taken:

New item

Response on 7 December 2005

None.

Actions agreed:

Investigate and report back

Update:

The Police and Anti Social Behaviour Team have reported that the anti-social behaviour will be monitored. They anticipate that the situation experienced by residents should improve as a result of the publicised Anti-Social Behaviour Order and the Section 30 dispersal order. The bench is Highways responsibility to maintain and they have visited the site and note that it needs some repair. The anti social behaviour will be monitored and if there are no further problems, Highways will consider repairing the bench. Should there still be anti-social behaviour problems, consideration would be given to resiting or removing the bench.

7. Ref: 504058 – Litter, footway St Benedict School to Broadway, Darley – raised 07.12.04

Responsible officer(s) for more information:

Richard Winter, Assistant Waste Management Officer, Development and Cultural Services, telephone 716352

John Edgar, Maintenance Manager – Highways and Footways, Development and Cultural Services, telephone 715067

Issue:

A resident raised concerns about the amount of litter deposited on the footpath between St Benedict School and Broadway. He was also concerned that the hedges on this footway were only trimmed when he requested.

Previous key points / action taken:

July 2005: This footway has now been scheduled for a weekly litter collection each Wednesday. This is a high cleansing frequency. We will continue to monitor the area.

September 2005: The Council does not own the footway from St. Benedict School to Broadway. However, while it has now been added to the regular weekly street cleaning route, because it is not a Highways footpath they are unable to take enforcement action for the overgrowing bushes. The bushes along the path belong to the school and we have contacted the school and written to them asking that the bushes be trimmed back.

December 2005: The school has cut the hedges overhanging the footpath. The footpath is now clear of all major overhanging hedges. The footpath is private and the Council is unable to take any enforcement action against owners whose hedges overhang private footpaths.

Response on 7 December 2005

A resident commented that litter was not being cleared from the path next to the school playing fields and that it needs to be checked.

Agreed to look into the litter clearing again.

Actions agreed:

Check for litter and then close item.

Update:

We have checked for litter on the footway. No action was required.

We did note that there had been some leaf fall. We have swept the footway area from the Broadway through to the edge of the school to clear the leaves. Propose to close.

8. Ref: 505011 – Speed limit on Broadway, Darley - raised 06.04.05

Responsible officer(s) for more information:

Inspector Graham McLaughlin, Derbyshire Police, telephone 613131

Issue:

A local resident raised concern about the 40mph speed limit on Broadway. He asked the panel if they were aware that the public entrance to Highfields has been closed. The only entrance is by St Mary's school, where there is conflicting traffic. In July 2005 another resident stated that two years ago a proposal was put forward to reduce the speed limit to 30mph, but to date nothing has been done.

Previous key points / action taken:

July 2005: - the issue was previously raised in 2004 and as a result of consultation in 2002 no action was taken to reduce the speed limit. A new crossing was implemented. There are no plans to introduce a 30mph limit. The police do not support the introduction of a 30 mph limit and surveys had shown there were no major problems concerning speeds in excess of 40mph. There were also few recorded personal injury accidents. If the 30 mph limit were introduced there would be few parked cars to help keep the speeds below 30mph, especially at weekends. The introduction of any reduction in the speed limit needs to be self-enforcing and appropriate for the current conditions.

December 2005: The school established a travel plan in March 2005. A number of initiatives have been introduced including:

- The forum contacted the Broadway pub and is trying to come to an agreement to allocate some parking for parents at the pub.
- The school has recently received the 'Stop Watch' Road Race Theatre in Education tour for year 5 children. The play's theme concentrates on sustainable travel and the future of transport.
- The school has also piloted a new afternoon bus service. The new bus bypasses the nearby St. Benedict school meaning only St. Mary's school pupils can use the bus.
- The school is also considering installing cycle storage and receiving 'Bike Safe' cycle training to allow Year 6 children to cycle to school.

There is detailed guidance produced by the Department for Transport on the setting of speed limits which states that the local circumstances and conditions need to be taken into account. The existing 40mph limit is the most appropriate limit for the current local circumstances.

Response on 7 December 2005

Sergeant Critchley reported that he is aware of the problems turning into the school from the Duffield Road direction. He reported that he had met the Headteacher and that a meeting with Broadway Action Group the school and Police will be held in January.

Actions agreed:

It was confirmed that there were no plans to reduce the speed limit to 30mph. Agreed to report back on outcome of a meeting planned in January.

Update:

Broadway Action Group – BAG, the Police and St. Mary's School, held a meeting on 19 January. Sergeant Critchley and local councillors were invited. BAG will report the details of the meeting to the appropriate parties.

9. Ref: 505012 – Bollards, Darley Park, Darley- raised 06.04.05

Responsible officer(s) for more information:

Dawn Dagley, Parks Services, telephone 716272

Issue:

A member of the public asked the panel if the Council are responsible for making sure that the bollards are put up at night at the entrances to Darley Park. She raised concern that people have been able to access the park in their cars late at night.

Previous key points / action taken:

July 2005: There are no bollards replaced at the entrances to Darley Abbey Park in the evening. However, the entrances into the park are inaccessible to vehicles at that time of day. No vehicular access is available from Strutts Park or from Darley Abbey, and the entrance from Duffield Road is closed by a barrier.

December 2005: At the New Road entrance, there are two gates and one gate is padlocked in position. The other gate is too narrow to allow vehicle access.
At the Darley Park Drive entrance, there is a bollard in place just past the house to restrict access into the park. At the southern end of Darley Grove entrance, near to the Rowing Club, a new bollard is being installed to restrict access to the park whilst allowing access to the Rowing Club and easy maintenance. At the South Drive entrance, we will be repairing the gates that will mean they will have to be removed for a short period.

We have written to all staff that use these entrances to remind them of the importance of making sure all bollards and padlocks on gates are put back in place after they have been used.

Response on 7 December 2005

A resident had informed Councillor Repton that he felt there was still an issue with access to the park because gates and bollards are not being closed.
Agreed to investigate.

Actions agreed:

To respond to the resident directly regarding the specific issues they raised.
Report back to panel on action taken

Update:

Derby Parks have investigated the specific points they raised by the resident. The Grounds Maintenance Supervisor responsible for the park has instructed his teams upon entering and leaving the park to keep these entrances locked to stop the problem of unwanted vehicles.

The entrances will be monitored, and Mr and Mrs Hartle have been asked to inform the Council of any occasions when they see the gate unlocked or bollard out. Propose to close.

10. Ref: 505013 – Petition – Restrictive Parking, North Street, Darley - received 06.04.05

Responsible officer(s) for more information:

Pat Ethelston, Assistant Director - Highways, Transportation and Waste Management, Development and Cultural Services, telephone 715043

Issue:

The lead petitioner stated that problems had arisen since the new housing opened and ten homes are affected in North Street by parking problems. He informed the panel that the residents pay £25 for residents parking, and £50 for a second parking permit, but currently cannot park outside their homes. The petition was therefore asking for a residents only permit scheme.

Previous key points / action taken:

July 2005: Investigations are still under way.

October 2005: The investigations are continuing into this complex issue. The report will now be provided for the meeting in December.

December 2005:

The panel considered a report that responded to the petition from residents between Arthur Street and North Parade, to request a Residents' Only Parking Scheme. For a number of years this section of North Street and other streets in the area had been subject to a limited waiting restriction of 2 hours, no return within 1 hour, and in 2001, the order was amended to enable residents to purchase a permit to gain exemption from the 2 hour restriction.

Under the circumstances it is not felt appropriate to make further changes to these restrictions on North Street or to consider North Street in isolation. In July 2006, the Council is due to take over the enforcement of parking restrictions. The intention is to increase the number of Parking Attendants, which will enable increased enforcement in areas like North Street. The consequences of the new development on North Street will be monitored and once the effect of the Council taking over the enforcement of parking restrictions is known, the situation can be reviewed.

In the meantime it is proposed that the signs and lines on North Street are reinstated to aid enforcement, that the effects of the new development and changes in parking enforcement be monitored and that following the change in parking enforcement, if significant problems remain in the area, it be considered for a traffic management review.

Response on 7 December 2005

The panel welcomed the report and noted the proposed actions to reinstate the lines and signs.

Actions agreed:

None.

Update:

We have issued an order for the lines and signs to be reinstated. The work should be done by end March 2006. Propose to close

11. 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, Development and Cultural Services, 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:

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.

Response on 7 December 2005

None.

Actions agreed:

Update

Update:

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.

12. Ref: 505034 – Section 106 – Highfields Development, Darley - raised 12.10.05

Responsible officer(s) for more information:

Rosie Heath, Senior Planning Officer, Development and Cultural Services, telephone 255073

Issue:

A representative of the Broadway Action Group asked the panel how Section 106 money is calculated, and in particular how much the Section 106 payment was for the Highfields Development. They asked if this payment would be increased now that the application for an increase in units has been made. They asked for detail on what this payment would be used for.

Previous key points / action taken:

Section 106 Agreements can only be secured on outline or full planning permission. The application relating to the Highfields Development considered at the Planning Control meeting on 24 November was a reserved matters application, therefore a S106 cannot be attached.

A S106 was attached to the original outline planning permission, which was granted in 2001. The agreement secured a specific set of contributions. There was no mechanism within the agreement to allow for further contributions if density was increased.

When negotiating agreements now, we include mechanisms to ensure that contributions are increased pro-rata if the number of units on site increases at reserved matters stage.

Response on 7 December 2005

Councillor Baxter commented that Councillors will be involved in the future with agreeing s.106 payments. It was confirmed that the questions relating to how much the Section 106 payment was and what it will be used for will be provided at a future meeting.

Actions agreed:

Update on S.106 payment details for Highfield lane.

Update:

The S106 secured 35 affordable dwellings, 10% of all the dwellings to mobility standards, 1.4 of public open space, £1,370 per dwelling for primary education, off-site highway works & £150,637 for junction improvements.

The primary education sum has been paid. It must be spent on primary school facilities in the local area. As the money was only received last year, a decision on how to spend the money has not yet been made.

The highways sum is due two years after the start of development, so has not yet been received.

13. 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, Development and Cultural Services, telephone 715064

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.

We are currently looking at the issues raised by the residents and hope that we will be in a position to respond to the petition in time for the meeting on 1 February 2006.

Response on 7 December 2005

None.

Actions agreed:

Report back at meeting on 1 February

Update:

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.

14. Ref 505044 – Markeaton Street University Development, Darley – raised 07.12.05

Responsible officer(s) for more information:

John Stewart, Principal Planner, Development and Cultural Services telephone 255934
Michelle Spamer, Development and Cultural Services, telephone 715064

Issue:

A resident asked what action is being taken against the University and its developers for installing 15 office units and 25 vehicles on the former Sturgess School site without permission. She also asked about the issue of contaminated land on the Markeaton Street site.

Previous key points / action taken:

New item

Response on 7 December 2005

Councillor Baxter explained that the issue of not having permission for the portacabins will be discussed at the Planning Control meeting on 8 December.

David Gartside explained that there had been two areas of contaminated land, the first in the old toy factory building involving asbestos which has been dealt with, and the second involved Japanese knotweed, that has been burned and capped on site. He reported that the University has an officer who can talk directly to residents, and agreed to pass on the details

Actions agreed:

Update on Planning Control resolution

Update:

Planning permission was granted for retention of site accommodation compound for a temporary period of 16 months on 15 December 2005. The application was submitted by:

Norwest Holst Construction Ltd
Clair House
Sir Frank Whittle Road
Derby

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

Responsible officer(s) for more information:

David Gartside, Head of Traffic, Development and Cultural Services, telephone 715025
Inspector Graham McLaughlin, 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 likely 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.

Response on 7 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.

It was reported that Broadway Action Group had developed their own Travel Plan and had 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 commented that the University efforts are valiant but he felt that they are not effective. A resident suggested that the University should attend all Area Panel meetings regularly. However it was noted that the University meeting with the local resident group Broadway Action Group was a good way forward.

Actions agreed:

Update on any recent developments.

Update:

No further information to add from the Council, Police or University.

16. Ref 505046 – Bus Stops, Kedleston Road, Allestree and Darley – raised 07.12.05

Responsible officer(s) for more information:

Chris Hegarty, Senior Public Transport Coordinator, Development and Cultural Services telephone 715045

Issue:

A resident informed the panel that the number 17A bus service has been running for three months, but the bus stops along Kedleston Road still have the out of date timetables. What steps are the Council taking to update these timetables?

Previous key points / action taken:

New item

Response on 7 December 2005

Councillor Baxter replied that the bus timetables are the responsibility of the bus company, but that the Panel would feed the comment back to the bus company and ask them to update the timetables.

Actions agreed:

Inform the bus company of the out of date timetables

Update:

The timetables for the Allestree buses have been amended by the bus operator, Trent Barton. Unfortunately, the new service 17A, which has been operating since September 2005 was missed off the timetable. We made Trent Barton aware of this omission. We will ensure that it is raised with their Marketing Department again. Propose to close.

17. Ref 505047 – New Bus Stop on Sixes Service along A6, Allestree and Darley – raised 07.12.05

Responsible officer(s) for more information:

Chris Hegarty, Senior Public Transport Coordinator, Development and Cultural Services telephone 715045

Issue:

A resident explained that the Trent Barton Sixes services along the A6 have been rerouted while the bus station is closed. The route starts on Full Street but the next stop is a long way out of town outside the Seven Stars Public House and he asked if an additional bus stop could be put outside the Flower Pot Public House. Although close to road junctions, this is a dual carriageway where the inside lane is of little use, but under current Connecting Derby proposals will be a bus lane.

Previous key points / action taken:

New item

Response on 7 December 2005

Councillor Travis explained that the bus companies decide where stops go, and therefore the Council would need to lobby for an additional stop.

Actions agreed:

Inform the Trent Barton bus company of the request

Update:

We have discussed this issue with the Trent Barton Route Manager for the Allestree and Sixes services. Unfortunately, traffic conditions, particularly in the evening peak, make it impractical to introduce a bus stop before you reach the Seven Stars pub. The buses would experience difficulty merging into the high volume of traffic around the Flower Pot pub. It is also felt that the suggested location for an additional bus stop would be in too close proximity to the existing stop at the Seven Stars pub. The service used to run from Albert Street and Victoria Street but was withdrawn by the bus operator, and re-routed straight on to the ring road so that the service was able to get out of the town centre as soon as possible to avoid delays for the passengers using the Sixes service.

Connecting Derby proposals do propose a new bus lane from Queen Street to St Helen's Street but to achieve this we plan to widen King Street by taking space away from the central reserve. Propose to close.

18. Ref: 504055 – Litter bins in Knightsbridge Recreation Ground, Mackworth – raised 07.12.04

Responsible officer(s) for more information:

Dawn Dagley, Parks Liaison Officer, Commercial Services, telephone 716272

Issue:

A resident asked whether additional bins could be provided in Knightsbridge Recreation Ground

Previous key points / action taken:

July 2005: Streetcare inspected nearby roads on a number of occasions but it does not currently meet the criteria to have an extra highways waste bin installed. No litter problems were found on roads therefore we will not be putting litter bins out. However the request will be passed to Commercial Services Parks Department as they are responsible for cleaning parks.

October 2005: Parks have installed a dual purpose bin on Knightsbridge Recreation ground, and are considering one nearer to Prince Charles Avenue.

December 2005: In response to requests over the last year Derby Parks are installing 51 new dual purpose bins across the city by April 2006. There will be 9 new bins provided in Area Panel 5 area. However there have been 16 requests for new bins to be installed in Area Panel 5 area. The initial 9 locations will be confirmed by 30 November 2005. Area Panel 5 are invited to fund the installation of the remaining seven bins from their own budget allocation.

Each bin approved by the Area panel will cost £238 to purchase and install. Commercial Services have confirmed they will pay all maintenance costs for up to seven extra bins, if funded by Area Panel 5 in 2005/6.

Response on 7 December 2005

None.

Actions agreed:

Report outlining location of dual waste bins to be presented to meeting on 1 February 2006.

Update:

A report about the installation of dual waste bins in Area Panel 5 can be found on the agenda as item 10. Propose to close.

19. Ref: 505027 – Scout Hut, Leytonstone Drive, Mackworth - raised 12.10.05

Responsible officer(s) for more information:

Martin Laidler, Housing Development Manager, Chief Executive's, telephone 255196
Julie Basford, Asset Manager, Chief Executives, telephone 255545

Issue:

A member of the public raised concern over the empty scout hut, as it is constantly being vandalised by local youths who, on occasions, get inside the building. They asked the panel whether a decision had been taken as to the future of the building, and whether it would be demolished, and if so, what it would be replaced with. They also asked for contact details should they need to report any further damage.

Previous key points / action taken:

This site is surplus to requirements and is to be marketed. From a planning point of view the established use is for community purposes and so the site will be marketed for community purposes. A community group have already expressed interest in the site and it is hoped that a sale could be completed in about 6 months.

The site is suffering from vandalism and to minimise the problems that this is creating, it has been decided to seek authority to demolish the Scout Hut before the sale being completed. Council Cabinet will consider a report on 20 December.

Residents are asked to report any vandalism to the Mackworth Housing Office on Prince Charles Avenue, telephone 717830.

Response on 7 December 2005

A resident asked that the Council consider the site for a new library as a community facility for the area and that it is not used for housing.

Actions agreed:

Update on progress.

Update:

Cabinet agreed the request for the £20,000 needed to demolish the Scout Hut on Leytonstone Drive on 20 December, as part of the Capital Monitoring Report. Estates will now be progressing the demolition and marketing the site. Propose to close.

20. Ref 505041 – State of Slack Lane, Mackworth – raised 07.12.05

Responsible officer(s) for more information:

John Edgar, Maintenance manager, Development and Cultural Services, telephone 715067

Issue:

A resident raised concern about the state of Slack Lane on the left hand side travelling away from the bridge on Uttoxeter Old Road. He commented on the hollows in the road and damaged drains caused by lorries going to the new houses. He asked what the Council can do before an accident occurs.

Previous key points / action taken:

New item

Response on 7 December 2005

David Gartside stated that he was aware of this issue and that inspectors have already visited the site. Whilst the road conditions are not ideal, there are no immediate health and safety risks and any remedial action will be put into the future work programme.

Actions agreed:

None. It was reported that officers are aware of this issue and that inspectors have already visited the site. Whilst the road conditions are not ideal, there are no immediate health and safety risks and any remedial action will be put into the future work programme.

Update:

No further information to add. Propose to close.

21. Ref 505042 – Phone Masts, Mackworth – raised 07.12.05

Responsible officer(s) for more information:

Richard Smail, Area Panel manager, Policy Directorate telephone 258505

Issue:

A local resident asked where the rental income for phone masts installed around Mackworth and on Council owned land goes. He felt that the income for masts in Mackworth should be spent in Mackworth.

Previous key points / action taken:

Response on 7 December 2005

Councillor Baxter explained that there is no rent charged for masts put in highways land. David Gartside reported that Mobile Phone companies are treated as Statutory Undertakers, like British Gas, and have powers to install their facilities in Highways land and the Council cannot stop them. He confirmed that the masts installed on highways land in Mackworth are classed as public land and therefore no income is received.

Councillor Gerrard stated that some of the Mackworth masts, on private land, do generate income, but not for the Council.

Actions agreed:

None.

Update:

No more information to add. Propose to close.

22. Ref 505048 – Land on Leytonstone Drive, Mackworth – raised 07.12.05

Responsible officer(s) for more information:

Paul Clarke, Group Leader, Development and Cultural Services, telephone,255935

Issue:

A resident asked if the delays to develop the site on Leytonstone Drive were because of issues with the private road that runs along the side of the site. He explained a bungalow used to be on the site but it has been demolished and the land is now an eyesore, overgrown with weeds and rubbish. Building rubble is also on the private road behind the Humbleton Drive shops. He asked if the site and road could be cleared up.

Previous key points / action taken:

New item

Response on 7 December 2005

Councillor Baxter replied that he believed the issue was who the road belonged to and that he would investigate to find out and provide an answer

Actions agreed:

Investigate if planning application submitted and ownership of land.

Update:

Outline planning permission was granted in March last year for residential development – three dwellings - under code DER 05/165. The land was then owned by the applicants JHP Property Development, 5 Camp View Road, St. Albans, Hertfordshire.

The Inspection officer is already aware of the site and complaints and will assess the condition of the land with a view to any action that can be taken under the untidy land legislation.

23. Ref 505049 – Public Information Pillars, all wards – raised 07.12.05

Responsible officer(s) for more information:

Richard Williams, Head of City Development and Tourism, Development and Cultural Services, telephone 716370

Issue:

A resident commented that in 2004, Area Panel 5 had received a presentation about Public Advertising Pillars - PIPs that had since been installed in some parts of the city. She explained that an escort agency is being advertised on the pillars and she asked if this was an appropriate use of the space.

Previous key points / action taken:

New item

Response on 7 December 2005

Councillor Baxter replied that it would be investigated and a response brought back to the next meeting.

Actions agreed:

Investigate and report back

Update:

Public Information Pillars - PIPs are operated and managed by a private company, PIPs Ltd. And the content of the adverts is PIPs Ltd's responsibility. We expect them to exercise discretion and good taste, and to conform to the standards set by the Advertising Standards Authority. Wherever a phone number or web address is given this is checked. Wherever PIPs Ltd has been unsure about a particular advert they have contacted the Council.

We have had no problems with advert content until this recent incident regarding the Bond Girls escort agency advert was brought to our attention.

We immediately asked PIPs Ltd to remove the posters, and they will not take escort agency adverts again. When they checked the matter they found the agency had changed ownership without PIPs Ltd's knowledge, and that was when the web content had changed.

The small profit on these adverts has been put back into providing and installing replacement posters, which are part of a community safety campaign warning against the dangers of binge drinking at Christmas

The Council does not expect similar problems to occur. Propose to close.