

**AREA PANEL 5 COMMUNITY ISSUES – UPDATE REPORT
BACKGROUND INFORMATION
4 OCTOBER 2006**

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1. Ref 506029 – Pedestrian crossing, Markeaton Park, 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:

New item.

Response on 12 July 2006

Mackworth councillors supported the suggestion and considered the issue should be investigated again.

Actions agreed:

To report back at the next meeting on the request to install a pedestrian crossing.

Update:

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.

Note.

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:

New item.

Response on 12 July 2006

The lead petitioner, Mr Barrett explained the reasons for submitting the petition. He explained that the residents of Coppice Park, Allestree want the site to remain as it is without the risk of crime escalating any more than at present. He explained that there have been a number of recent break ins.

He explained that when properties were bought the developers said there was a proposed play area for toddlers to the rear corner of the field. Not all owners realized at the time what this involved. Residents thought they would have a say as to whether or not the play area would go

ahead.

Residents have health and safety concerns regarding the position of the play area because of the steep sided drainage area where the path leads, the brook and the isolation of the area.

He felt that there are existing childrens play facilities at Markeaton park that can be used by residents and he felt the proposal to produce a new path from the proposed play area to Markeaton park would open up the area to people who do not live in Coppice Park.

He invited members of the panel who are unfamiliar with the area to visit the site.

The lead petitioner of the counter petition, Mrs Flavill, explained that there are a number of families on Coppice Park who do want the play area to be built.

Note.

Actions agreed:

To note the petitions.

Ask officers to investigate the petitions and provide a report to a future meeting.

Update:

In terms of action in response to the petition, Councillor Wynn, Cabinet Member responsible for 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.

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.

Response on 12 July 2006

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.

Councillor Richards welcomed the progress made to the well, and agreed the garden area around the well did need improving.

Actions agreed:

To find out details of the repairs planned for the area surrounding the well to confirm who will be doing this.

Update:

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.

An order has been placed to tidy up the area.

Note.

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.

Response on 1 February 2006

Councillor Baxter suggested that as most of the rat running traffic came from the Kedleston Road direction the Darley ward councillors should take the lead in recommending the preferred option. Councillor Travis explained that these two options came about from the meeting held on 15 May, and explained that the option to close Markeaton Street needs to be taken back to the residents to get their views.

The provision of cycling access on Markeaton Street was considered essential whichever option is agreed.

The area panel considered this work needs to be completed as soon as possible and requested that the results of the new consultation and the recommendation for action is brought back to the next meeting on 4 October.

Actions agreed:

Noted the report and agreed that further consultation takes place on options.

Officers are requested to report back the new recommendation at the meeting on 4 October.

Update:

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.

5. Ref 506008 – Sale of St Helen's House, Darley – raised 01.02.06

Responsible officer(s) for more information:

Chris Edwards, Assistant Director-Property Services, Chief Executive's, telephone 255070

Issue:

A resident reported that the closing date for bids for St. Helen's House is 21 April and he asked if the Council will have to take the best bid or can they then offer it to the St. Helen's House trust.

Previous key points / action taken:

April 2006 - The particulars distributed to interested parties state:

'..... the Council is seeking offers for a long leasehold interest from parties who are willing to undertake a scheme of refurbishment to the property which will not only ensure the required repairs are carried out, but also that the property is brought into beneficial use and satisfactorily maintained in the future.

Interested parties are, therefore, required to submit details of the proposed uses for the property along with their financial offer. The proposals for refurbishment, use of the buildings and any enabling development, as well as any financial offer, will be taken into account when evaluating offers.'

The Council will therefore consider the best bid, including that of the Trust, overall, taking account of these issues.

A member of the public asked for clarification of what 'beneficial use' actually meant, as stated in the update

July 2006: It was reported that beneficial use can be defined in this circumstance as regular and appropriate use that takes account of the needs of the property and the guidance in the Conservation and Development Plan. The intention is that the property is used rather than remains empty and that the use is advantageous to the property in terms of maintaining it in appropriate condition.

Three proposals were received by the closing date for bids of 21 April and these are currently being reviewed by Council officers. In addition, St Helen's House Trust has commenced their detailed feasibility study and is expected to bring forward their initial proposals in the near future. A report will be provided for consideration of Council Members in due course. No decision has been made and the bids are still under consideration. A report will be provided to Cabinet in due course.

Response on 12 July 2006

Noted.

Actions agreed:

To update on progress to report to Cabinet.

Update

The Council Cabinet considered a report on St Helen's House on 5 September. It was reported that the Council had received St Helen's House Trust's proposals, together with bids from private developers. The report asked Council Cabinet to consider the how to progress the matter. Cabinet agreed to:

- invite the two developers to work up their proposals prior to presentations to a panel of members and officers.
- invite a representative of the Trust to take a seat on the panel.
- invite the panel to make a recommendation to Cabinet to appoint a preferred developer.
- hold the proposals from the Trust in reserve pending the outcome of the preferred developer's proposals.
- limit the indemnity given to the Trust for developing their Feasibility Stage 2 proposals to costs incurred to date, approximately £18,000.

The reasons for the Cabinet decisions were that, the study carried out by the Trust's consultants did not show that their proposals are sustainable, that the developers need to go through a selection process and that the Trust would not be required to incur further expenditure on their own proposals.

Note and close.

6. 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
Harry Hopkinson, Team Leader-Built Environment, Regeneration and Community, telephone 255061

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.

Response on 12 July 2006

The update regarding the bollards was noted. However, 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.

Actions agreed:

To ask officers to investigate any existing stocks of granite kerbstones that can be used.
To refer to Conservation Area Advisory Committee to respond to the request to have the granite kerbstones replaced

Update:

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 Street, 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.

Note and close.

7. Ref 506015 – Darley Park – BBQ Notices, Darley ward – 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.

Response on 12 July 2006

Councillor Travis reported that there are many burnt patches of grass in Darley Park because of

BBQs and suggested a designated area for BBQs is identified.

Actions agreed:

To ask officers to investigate the suggestion for a designated area and report back.

Update:

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.

Note.

8. Ref 506017 – Parking Enforcement, Markeaton Primary School, Bromley Street, Darley ward – 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.

Response on 12 July 2006

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.

Another resident asked the panel what the policy is to identify priorities for the new parking enforcement officers. Councillor Gerrard explained that the new service was too new to know the priority areas, but confirmed that all councillors would be pushing for action around their schools.

Actions agreed:

Report back at the next meeting on how priorities for parking enforcement hotspots will be identified.

To report back in December 2006 on results of parking enforcement around Markeaton School.

Update:

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 **Note.**

9. 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:

Investigations are on-going and a report will be provided to the October meeting.

Response on 12 July 2006

None.

Actions agreed:

To provide a report to the October meeting.

Update:

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.

Note and close.

10. Ref 506025 – Riverside pathway, Silk Mill, Darley – raised 12.07.06

Responsible officer(s) for more information:

Anneke Bambery, Head of Museums, Regeneration and Community, telephone 716650

Issue:

A local resident reported that the Riverside Path had been blocked for a number of months, and asked if this would be affected by the development plans for the Silk Mill.

Previous key points / action taken:

New item.

Response on 12 July 2006

None.

Actions agreed:

To report back at the next meeting.

Update:

The refurbishment plan for the Silk Mill is at an early stage in its development, but we do not intend it to have any effect on the public use of the riverside footway. The footway re-opens to the public on 30 September. A small ceremony to mark the re-opening of the walkway and the topping out of the restored fire escape will take place on October.

Note and close.

11. Ref 506026 – Shrubs, Broadway, Darley ward – raised 12.07.06

Responsible officer(s) for more information:

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

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:

New item.

Response on 12 July 2006

None.

Actions agreed:

To update at the next meeting.

Update:

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.

Note and close.

12. Ref 506027 – Public transport on Duffield Road and Kedleston Road, Darley – raised 12.07.06

Responsible officer(s) for more information:

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

Issue:

A resident raised concern over the high cost of a return fare on the Duffield Road and Kedleston Road bus service. She questioned the value of the very short bus lanes that are proposed, when the number of passengers are really low.

Previous key points / action taken:

New item.

Response on 12 July 2006

Councillor Wynn, explained that the bus fares are set by the bus companies. The bus lane reserves road space, and safe guards public transport in the future, allowing a better, more efficient, reliable service for the buses. This will encourage more people to use them, resulting in lower fares. He explained that the benefits will take longer to materialise. He referred to the current consultation exercise on the bus lanes and prompted people to respond with their views.

Actions agreed:

Update

Update:

There are significant savings to made on bus fares if people buy “Frio” tickets which give passengers 13 single journeys for the price of ten.

The number of bus passenger on these two corridors is very high. On Kedleston Rd in 2005/06 there was over 1 million bus passenger journeys and on Duffield Rd over 600,000 making these both very significant bus corridors. One of key reasons given for people not using bus services is unreliable journey times, creating bus lanes will help to improve this situation.

Note and close.

13. 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.

Response on 12 July 2006

None. Was in outstanding issues to be brought back at the October meeting.

Actions agreed:

Report back at the October meeting.

Update:

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.

Note.

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

Responsible officer(s) for more information:

Martin Laidler, Housing Development Manager, Resources and Housing, telephone 255196
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 - 12.10.05 - 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 proves 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.

Response on 12 July 2006

None.

Actions agreed:

To provide an update at the next meeting.

Update: 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. **Note.**

15. 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:

New item.

Response on 12 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.

Actions agreed:

Officers to investigate and report back on the petition request.

Update:

A report responding to the petition can be found elsewhere on the agenda.

No action is proposed other than to make sure Transco repair their reinstatement and that the six monthly routine inspections continue.

Note and close.

16. Ref 506023 – Grass cuttings, Mackworth Estate, Mackworth – raised 12.07.06

Responsible officer(s) for more information:

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

Issue:

The panel were asked if something could be done as there was no secondary grass cutting taking place on the Mackworth Estate, and areas around lampposts in particular looked appalling.

Previous key points / action taken:

New item.

Response on 12 July 2006

Colin Avison reported that he had spoken to the new supervisor responsible for the service in Environmental Services, and would pass the details on to the resident.

Actions agreed:

To provide an update at the next meeting.

Update: The weedkiller that was applied around the lampposts was not as effective due to the heavy rainfall earlier in the year. Strimming has been carried out and further maintenance will be completed during the winter months.

Note and close.

17. Ref 506024 – Recycling, Mackworth Estate, Mackworth – raised 12.07.06

Responsible officer(s) for more information:

Malcolm Price, Waste Manager, Environmental Services, telephone 716350

Issue:

The panel were asked if a date had been arranged for the Mackworth Estate to join in the 'rethink

rubbish' scheme. They were also asked if there were any plans to increase the items that could be recycled, particularly regarding batteries and plastic bags.

Previous key points / action taken:

New item.

Response on 12 July 2006

Councillors reported that Mackworth would be included.

Actions agreed:

To report back at the next meeting.

Update:

The Mackworth Estate is one of the 3 remaining rounds out of 15, which are not yet on the recycling scheme. We are planning to implement the scheme to these final three rounds next year from April 2007 to March 2008. We have not yet finalised which order they will be joining the scheme and the dates for this.

As far as we are aware there are currently no battery recycling plants in the UK. Due to this we are not planning to start collecting batteries in the near future. Hopefully as technology improves and more facilities become available we will be able to increase the types of material we collect for recycling possibly including batteries. Some electrical retailers do have battery banks/battery recycling facilities in their stores.

Plastic carrier bags again cannot be recycled in the current kerbside recycling scheme, and are classed as a contaminant. They can be recycled at Tesco stores or reused as bin liners or carrying shopping instead of getting new ones.

Note and close.

18. Ref 506016 – Cityscape, all wards – raised 05.04.06

Responsible officer(s) for more information:

Mr Cadwallader, Chief Executive, Derby Cityscape Ltd. Telephone 204194

Issue:

A member of the public asked the panel if Mr Cadwallader, Chief Executive of Derby Cityscape Ltd could come to the next Area Panel 5 meeting and give the presentation that he had recently given at Area Panel 3 and answer questions from residents.

Previous key points / action taken:

Mr Cadwallader is unable to attend the July meeting because of a prior engagement but has agreed to attend an Area Panel 5 meeting once dates for the next round of Area Panel meetings have been agreed.

Response on 12 July 2006

None.

Actions agreed:

To invite Mr Cadwallader to the next meeting on 4 October.

Update:

Mr. Cadwallader has accepted the invitation to attend the meeting on 4 October

Note and close.