

**AREA PANEL THREE – UPDATE REPORT
FOR 10 NOVEMBER 2004
BRAMBLEBROOK COMMUNITY CENTRE**

Area and Neighbourhood Unit

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1. Ref: 303045 – Baseball Ground, Leacroft Road – raised 17.09.03

Issue

A member of the public raised the issue of restricted access to rear gardens adjacent to Shaftsbury Road. Parking problems had been created due to no waiting restrictions and residents had received parking fines as a result.

- Councillor Kalia assured the resident that the parking restrictions are being considered urgently and that, once an official order to remove them is received; the restrictions could be taken away.
- Inspector Parkin agreed to look into why residents had received parking tickets, sometimes in the early hours of the morning. He pointed out that this might have been due to road safety issues. He agreed that the restrictions at the Baseball Ground needed to be looked at, as it was not officially the football site any longer.
- David Gartside, Head of Traffic assured those present that because of the issues that residents had raised, the review of parking restrictions in the area had been brought forward.

January 2004

A review of the existing waiting restrictions covering the area around the former football ground is taking place in order to amend the restrictions to take into account the change of use in the area.

Proposals are currently being considered to:

- retain a number of the 'at any time' restrictions -double yellow lines on the grounds of junction safety and to ensure adequate carriageway width for access by larger vehicles and through traffic
- remove the 'no waiting restrictions' between the hours of 10am and 6pm on Saturdays and between the hours of 6pm and 10pm on Wednesdays between 1 August and 31 May' as there is no longer a need to maintain an emergency access route to the former football ground
- retain the - no waiting restrictions from Monday to Saturday between the hours of 8am and 6pm in Portland Street on the east side to ensure the free flow of traffic during the day which will help to ensure the safe and efficient operation of the traffic signals junction.

These proposals are subject to consultation with the Police, councillors and other statutory consultees.

March 2004

There is a three-week consultation period legally required for Traffic Regulation Orders. Officers will ensure that three-week period is co-ordinated to enable members of the public to view the plans at one of the planned Area Panel 3 meetings. Details will also be provided at the meeting on how people can object to the proposals. The initial meeting with police has yet to take place so it is not yet known when the consultation period will be, but the Area Panel will be kept informed of progress.

May 2004

It was reported that it is taking some time to gather the necessary information due to the size of the area. Officers are currently gathering information to draw up a detailed proposal to deal with the historic parking restrictions associated with the Baseball Ground.

A number of the 'at any time' restrictions -double yellow lines are likely to be retained on the grounds of junction safety and to ensure adequate carriageway width for access by larger vehicles and through traffic. It will be proposed that the Wednesday and Saturday restrictions associated with the football ground are removed, as there is no longer a need to maintain an emergency access route to the former football ground.

Action reported at the meeting on 8 September 2004

A plan of the existing and proposed restrictions will be displayed at the September Area Panel meeting. Officers have also been asked to provide information about the forthcoming consultation process and how people can comment on or object to the proposals at the meeting.

Public response at the meeting on 8 September 2004

None

Council response at the meeting on 8 September 2004

None

Actions agreed at the meeting on 8 September 2004

The Football Parking Order was introduced to restrict parking in residential streets by people attending matches at the Baseball Ground. Matches took place on Saturdays and Wednesdays and the restrictions reflected these days and the times hence the 10am to 6pm Saturday and 6pm to 10 pm Wednesday restriction between 1 August and 31 May. The order also restricts parking between 8 am and 6 pm Monday to Saturday and no waiting at any time-double yellow lines around certain junctions.

Since the Derby County football stadium has been relocated and the Baseball Ground has been demolished there is no longer a need for any parking restrictions associated with football matches. The proposal is to remove all of the restrictions associated with the football ground - 10 am to 6 pm Saturdays and 6 pm to 10 pm Wednesdays between 1 August and 31 May.

The 'football match' restriction is to be removed on one side of Portland Street therefore it is felt necessary to retain the 8 am to 6 pm restriction on the opposite side to allow free flowing traffic on what is a busy road.

An officer has attended a meeting with residents, at which the police were also present to discuss general traffic concerns in the Pear Tree area. The proposed alteration to the waiting restrictions was discussed at this meeting. Consultation has been carried out with Ward Councillors. No further information/details have gone out at this stage.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Statutory consultation on the proposed amendments to waiting restrictions is currently taking place with the emergency services and road haulage associations. It is anticipated that the proposals will be advertised for public comment - on street and in the local press - by the end of the year.

It is proposed to close this item on condition that officer in Development and Cultural Services keep the Panel informed about the arrangements for further public consultation.

Responsibility

Nicola Jagers, Traffic Manager, Development and Cultural Services, telephone 716074

2. Ref: 303055 – Car Park on Colwyn Avenue and Warwick Avenue - adjacent to Normanton Park - received 19.11.03

Issue

A member of the public reported that residents of these roads were regularly kept awake in the early hours of the morning by loud noise and music made by people using the car park. He reported that several agencies were aware of this issue and had considered putting a barrier on the car park at night to tackle this. He understood that the Anti-Social Behaviour Team were going to put a barrier up and wished to know why this had not been done to date.

This matter was referred to Dawn Dagley in DCC Parks and Craig Keen in the anti-social behaviour team in November 2003 with a request for them to investigate and report back to the panel.

March 2004

The site was monitored by DCC Parks and the Anti Social Behaviour Team and they reported that there was not currently a problem at this site. It was agreed that the reason for this was that the problems actually occur largely during the summer months.

The Anti social behaviour team had suggested a one stage that it may be in a position to fund the provision of a barrier but this would be costly for the Council to maintain and to open and close. The resident confirmed that he himself is happy to enter into an agreement with the Council, and supply staff from his business to open and close the barrier.

Chris Williamson asked the panel to agree that a barrier be installed. He accepted that there were issues about implications and asked Cabinet to issue an instruction to Parks to make sure the barrier is opened, or enter into an agreement with the resident.

May 2004

The Area Panel Manager met with DCC Parks, and the Anti-Social Behaviour - ASB team on 6 April 2004 to discuss this issue and consider the feasibility of installing a barrier. At this meeting, DCC Parks and the ASB team confirmed that reports were received last summer concerning noise nuisance in the early hours at the car park located at the junction of Warwick Street and Colwyn Avenue. Parks, Derby Homes and the Police monitored the problem and consideration was given to the installation of a barrier to restrict access to the car park. The ASB Team initially agreed to fund this work in conjunction to other interventions.

Although the ASB Team initially agreed to fund the installation of a barrier, after a rigorous and extensive investigation of this option, it became clear that it would be extremely problematic. There are serious issues including access to the sports facilities, legal liability and long term financial implications that mean that the installation of a barrier cannot be recommended.

However, if an anti-social behaviour problem is identified again in the forthcoming summer months, Parks, Police and the ASB Team have given a commitment to work together to identify those responsible and to intervene to stop the nuisance reoccurring.

The Panel resolved to recommend to the Council Cabinet the installation of a barrier at Colwyn Avenue car park and that the Park Department make arrangements to open and lock the barrier at suitable times in accordance with the needs of the community living in the area. A report will be taken to Council Cabinet later in July to discuss the Panel's recommendation to install a barrier.

Action reported at the meeting on 8 September 2004

John Winters, Director of Commercial Services submitted a report to the Council Cabinet on 7 September to consider whether or not a barrier should be erected. Cabinet rejected the area panel's proposal to install a barrier.

Public response at the meeting on 8 September 2004

Austin Estate rep – this issue has been going on for six months, community is strongly behind this and one individual has indicated that he is prepared to open and close the barrier.
Greg Jackson from Buller Street raised his concerns about the effect that a barrier would have on equality of access. He pointed out that he is a wheelchair chair who drives uses the car park on a regular basis when he takes his dog for a walk. He was concerned that a barrier would prevent him from accessing the park – especially during the evenings.

Council response at the meeting on 8 September 2004

Councillor Williamson said that although the panel had voted unanimously in favour of the installation of a barrier, unfortunately the Cabinet had voted against it. He proposed that the panel referred this matter back to the Cabinet asking them to reconsider their decision.

Councillor Burgess felt that this was a difficult issue, the barrier requires a revenue commitment of £5K per year and they're not prepared to commit this amount for one place, as if we do that here other places in the city would request it. Also during the summer he had, had no representations from the community about this issue, and he attended the site last night and he perceived no problems. Also he corrected Cllr. Williamson by saying that the panel agreed unanimously to refer this item to Cabinet not to install a barrier.

Councillor Nath said that this issue has been raised several times, and he was surprised by Cllr. Burgess's comments about it costing £5K to open and close the barriers. He requested that Cabinet reconsidered and that the panel continued to put pressure on them.

Cllr. Williamson did not agree with Cllr. Burgess's comments and he suggested that if the City Council was unwilling, they should use some of the Pane's money to install the barriers. He also acknowledged that the access and anti-social behaviour issues must also be addressed.

Actions agreed at the meeting on 8 September 2004

The panel voted, 6 to 2 to refer this item back to Cabinet.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The Council Cabinet reconsidered this issue on 19 October 2004. The proposal from area panel 3 to install a barrier was rejected again.

Responsibility

Craig Keen, Anti-Social Behaviour Team Leader, Community Safety Partnership Telephone 256840
Ian Wheatley, Grounds Maintenance Manager, Commercial Services, telephone 716530.

3. Ref: 304012 – Unauthorised change of use at 51, Mount Street - received 17.03.04

Issue

Concern was raised about the Apples Garage, on Mount Street/Mill Hill Lane being turned into 'Floors to go'. A major retail organisation it has enormous lorry deliveries at least three times a week. There is also a forklift truck that goes on the pavement. This has been reported to the planning department – who say that this is an unauthorised change of use, as they do not have planning permission. It has also been reported to the police about when the lorries are there. This is a major junction and local residents feel that something needs to be done.

Action reported at the meeting on 8 September 2004

Sarah has given the planning officer the residents contact details and asked him to contact the resident by phone to provide her with an update. The planning enforcement officer has arranged to meet Floors to go on 2 September. He has been asked to provide a verbal report about the outcome of the meeting prior to the meeting of AP3 on 8 September.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

Offered apologies as the planning enforcement officer is on leave, they will phone him on Monday regarding the report.

Actions agreed at the meeting on 8 September 2004

To update the panel on progress in finding a solution to this issue, and confirm that the officer has made contact with residents.

Updates on agreed actions to feedback to the meeting on 10 November 2004

- On 15 September 2004 the planning enforcement officer had meeting with a representative from Floors 2 Go. They discussed the current unauthorised use of the premises and the Council's raised concerns regarding the suitability of such a use in this location.
- The representative gave assurances that a retrospective planning application would be submitted within 28 days of the meeting.
- The representative was made aware that enforcement action would be commenced if no application was forthcoming.
- Residents were informed of the outcome of the meeting via e-mail on 29 September 2004

As of 29 October, no application had been received. The DCC Enforcement Officers are now seeking legal advice on pursuing enforcement action.

Responsibility

Laurence Rayner, Planning and Enforcement Assistant, Development and Cultural Services, telephone 25594

4. Ref: 304022 – Phase 3a – Connecting Derby - received 12.05.04

Issue

Chris Woodward expressed concern about levels of pollution following Connecting Derby Phase 3A. He reported that he had previously been told that Phase 3A had been designed to take only existing levels of traffic and he asked what the expected maximum traffic flowing and result in Nitrous Oxide levels would be from the approved Eagle Centre and Riverlights Schemes. He asked whether the figures would be revised when other elements of the City Scape had been approved.

Action reported at the meeting on 8 September 2004

In response to question 1:

The proposed road link from Stafford Street to Burton Road is shown on the drawings as a single carriageway road. If planning permission is granted, the permission will relate to that proposal and not to any other.

If the road is built and a future Highway Authority wanted to widen it, whether planning permission would then be required is a complex question to answer. In theory, road widening is "permitted development" under planning law but that is hedged with Environmental Impact Assessment considerations. Apart from that it is very doubtful if any Highway Authority would wish to pursue the concept of widening, in urban areas, beyond the original highway limits without planning permission.

In response to question 2:

These consultation dates were selected to make the consultation as convenient as possible for as many people as possible, but we are always available to talk to people about their concerns at other times.

The Connecting Derby planning application and plans that accompany it are available to view at the Council's Roman House reception on Friar Gate during normal office hours.

The Environmental Statement is currently being corrected by DCC, as applicants and the corrected Environmental Statement will be readvertised by the City Council as Local Planning Authority once it is received. Because of the need to allow an adequate time for debate, a special meeting of the planning control committee will be held in December 2004 to consider the Connecting Derby planning and related applications.

In the meantime, if members of the public want to talk about any aspect of the project, please call Andy Smart, Project Co-coordinator on 01332 715131 or e-mail him on andy.smart@derby.gov.uk

You can also contact Cassandra Shardlow, Consultation Officer on 01332 716216 or e-mail her on cassandra.shardlow@derby.gov.uk

Public response at the meeting on 8 September 2004

Chris Woodward was on holiday when the consultations were taking place, he had a look on the website to find out when they were, but struggled to find the information about them. He noticed on Council's connecting derby website that there are supposed to be two exhibitions about connecting Derby at the Council House and St Peter's Church. He complained that he could find no advertising regarding the meetings outside either venue.

Council response at the meeting on 8 September 2004

Councillor Hardyal Dhindsa stated that there had been an exhibition on the ground floor at the Council House.

Actions agreed at the meeting on 8 September 2004

Councillor Hardy Dhindsa said that officers would look into the lack of signage at St Peter's Church and the Council House.

Updates on agreed actions to feedback to the meeting on 10 November 2004
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Unfortunately, the Connecting Derby exhibition at the Council House was recently removed due to the refurbish work in some of the public areas. The exhibition will be relocated at the Central Library in the foyer and it will be up and running towards the end of October to complement the re-advertising of the Connecting Derby replacement Environmental Statement.

Some extra signing has been placed at St Peter's Church. The Connecting Derby web page is still live and is part of the DCC corporate web site. However, the Connecting Derby web page is being reviewed to complement re-advertising of the replacement Environmental Statement.

Officers have made contact with the resident to inform him about the action that has been taken.

Responsibility

Andy Smart, Connecting Derby Project Co-ordinator, Development and Cultural Services, telephone: 715131

Queries in relation to the Council's role as Local Planning Authority should be addressed to John Stewart, Principal Planner, on 01332 255934 or e-mail john.stewart@derby.gov.uk

5. Ref: 304024 – Advertising signs - received 12.05.04

Issue

A member of the public raised concern over the danger of advertising signs being left on public highways, particularly on Normanton Road and Mount Street. He stated that this used to be illegal, and that the Council did previously remove them. He asked the panel if these could be moved.

Action reported at the meeting on 8 September 2004

The streets identified at the July Area Panel meeting were checked on 12 August. The highway inspector noted a couple of A boards on the Burton Road junction with Abbey Street. They were positioned sensibly enabling pedestrians to pass. No action was therefore required.

Public response at the meeting on 8 September 2004

A member of the public asked if there is any legal requirement to be taken into account when erecting an A-board.

Council response at the meeting on 8 September 2004

There is legislation in place, prohibiting use without permission; they are not allowed to obstruct roads. Unfortunately if an advert is not dangerous/nuisance it may have to be left due to resources.

Actions agreed at the meeting on 8 September 2004

The panel asked for chapter and verse on the legislation.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The law regarding the placement of A-boards on the highway is a very grey area. Basically, you are not allowed to place anything on the highway, which causes an obstruction. However, it is very difficult to establish what amounts to an obstruction, particularly where there is ample space for passage either side.

At present, the Council does not have an official policy on A-boards. Generally, where a footway is restricted to less than 1.2m or restricts visibility at junctions the Council would take action. We have been trying to formulate a policy for some years, but it is proving extremely difficult to balance the needs of business' and disabled groups. We did at one time get approval for a trial of a Guidelines policy where A-boards were permitted as long as they complied with the specified guidelines. However, this was never implemented, and I understand that The Disabled Person's Advisory Committee have recently discussed the issue and are now recommending to the Cabinet that the Council adopt a zero-tolerance policy to A boards in the City Centre.

Responsibility

Stewart Corbett, Highway Manager, Development and Cultural Services, telephone 715008.

6. Ref: 304029 – Waste technology - received 14.07.04

Issue

A resident asked if the council was aware that the SWERF technology does not work and neither does the Waste Recycling group technology? She also asked if the councillors interested in this or do they want to give taxpayers money to large companies for no reason?

Action reported at the meeting on 8 September 2004

The Solid Waste to Energy Recycling Facility -SWERF process is owned by Brightstar who are in turn owned by Energy Developments Ltd of Australia - EDL. The process involves heating mixed waste in the absence of air. Gas is produced that can be used to create further energy, for example to power a generator to make electricity.

The Council has entered into a contract with Brightstar whereby the Council agreed to supply Brightstar with waste if Brightstar built a plant to process it. As the contract expires in March 2005 and this plant has not yet been built, it is becoming increasingly unlikely that the contract will be fulfilled. We are awaiting further action from Brightstar. We are aware that they are seeking a partner to finance the completion of their technology.

We are not aware of any specific technology chosen by or recommended by the Waste Recycling Group -WRG. We have no contact with them other than for the existing contracts that they operate for us, namely disposal of waste to landfill and operating the Raynesway Recycling Site.

All our future disposal of residual waste is likely to go through a Private Finance Initiative - PFI contract which will call for the contractor to offer technologies that will meet our diversion of bio-degradable waste from landfill targets- We have not chosen any particular technology and neither have we ruled out any technology at this time.

Mel Bradfield will write to the resident who asked the question outlining this response.

Public response at the meeting on 8 September 2004

The resident supplied a correction – WRG did put in an application two or three years ago.

Council response at the meeting on 8 September 2004

The council agreed to get someone to contact the resident and provide a more detailed response to the original question, as nobody was available at the meeting.

Actions agreed at the meeting on 8 September 2004

Agreed to provide the resident with more detailed information about the planning application submitted by waste recycling group at the next meeting of the area panel. However, as this is a citywide issue rather than a local community issue, the streetcare and waste management team have been asked to respond directly to the resident rather than through the update.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Officers in have confirmed that planning approval was given for the development of a waste recycling facility on Sinfin Lane on 14 May 2002. Copies of the plans and details of the application are available for public inspection at the reception in Roman House. This item will now be closed.

Responsibility

Colin Stewart, Contract Development Officer, Streetcare and Waste Management, telephone 715071
Paul Clarke, Group Leader – Planning, Development and Cultural Services, telephone 255935

7. Ref: 304030 – DRI –Reduction in Health Hopper Bus Service route- received 14.07.04

Issue

A member of the public read out the following question:

“The Derbyshire Royal Infirmary has recently announced that their car parks are too small, not long after having slashed the Health Hopper routes and services. The service does not run through Normanton anymore, which is one of the most deprived areas. What is the Council doing - if anything - about expanding the Health Hopper service so that it runs through as many areas and suburbs of Derby as possible, as the DRI surely has a Green Travel Plan, which the Council is supposed to be assisting the Health Authority with and the Primary Care Trust, together with the City Council has recently issued a policy to improve the health of the community through having regard to air quality issues”.

Action reported at the meeting on 8 September 2004

The former Health Hopper bus service was ended earlier this year because the Health Trust found that the cost of the service, when compared to patronage, was very high. The use of public money in this way was not felt to be providing good value for money, so the Trust revised the service to provide a direct link between the two main hospital sites. This service is linked to the city centre to give opportunity for interchange with other bus routes, in particular those from Alvaston, Sinfyn and Chellaston, which also go to The Spot. Both the Trust and Council recognise that some areas have lost direct hospital links as a result of this change, but the new Hospital Link service does give a more direct, and hence attractive, link to more people who wish to get to the City General Hospital.

There is no indication at present that any operators are interested in commercially serving those links to the City General Hospital that were severed by the loss of the former Health Hopper bus. The Council has a duty to consider the issues of access to bus services, and will consider providing revenue support for such a service in the future, if funds become available.

Mel Bradfield will write to the resident who asked the question outlining this response.

Public response at the meeting on 8 September 2004

The Primary Care Trust cuts Normanton in half. The Council subsidises 4 other areas at the moment, why can't they do it through this area.

Council response at the meeting on 8 September 2004

Bring report back from Council.

Actions agreed at the meeting on 8 September 2004

Agreed to ask officer to report back on the possibilities for subsidising another health hopper through Normanton at a future meeting of the panel.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Bus services in Derby are largely commercial operations, over which the City Council has little or no control. The former Health Hopper was never commercially viable, but it did receive a substantial subsidy from the Health Trust. This funding was provided as part of the Trust's review of acute health service provision in the city.

In April the service was withdrawn and replaced by a lower frequency service running between the two hospital sites and calling at limited stops on a more direct route between the hospitals. The

former Health Hopper followed a tortuous route through many areas, which resulted in its attractiveness for hospital links being very low, and the costs of operation high.

The revised route resulted in some areas losing their direct links to the City General Hospital. These include parts of Normanton and Littleover.

The deregulation of bus services was introduced by the Transport Act 1985. In simple terms, this allows any bus operator to introduce a bus service if it feels there is a commercial opportunity. It also places a duty upon local transport authorities to consider the introduction of supported services where there is an identified socially necessary service that is not provided by the commercial bus network.

Discussions have been held with some bus operators, following the concerns raised by the area panel and other local people. However at the current time, no expression of interest in providing a commercial service has been made. The Council's budget for supporting bus services will not stretch to providing the substantial amount of support that would be required for a non-commercial bus service, so at the current time there is no prospect of a bus route providing a direct link between Normanton and the City General Hospital.

Officers will continue to negotiate with bus operators to try to find an affordable solution to the problems. Further updates will be provided when there is progress to report.

Responsibility

Pete Price, Transport Policy Manager, Development and Cultural Services, telephone 01332 715034

8. Ref: 304031 – Railings – Mount Carmel Street - received 14.07.04

Issue

A resident raised concerns about dangerous railings on the steps at Mount Carmel Street – there is a piece missing, and one dangerous piece. This was initially reported 3 years ago and residents feel that they are no nearer to getting these replaced. They are not asking for a replacement just a repair.

Action reported at the meeting on 8 September 2004

The railings have been inspected and an order has been placed for the missing and damaged pieces to be replaced.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

To provide an update report on progress at the November meeting.

Updates on agreed actions to feedback to the meeting on 10 November 2004

An order has been issued to repair the damaged handrail that goes up the steps. The repair itself needs to be carried out by a blacksmith but it should be completed at the latest by Friday 12 November.

Responsibility

Stewart Corbett, Highway Manager, Development and Cultural Services, telephone 715008.

9. Ref: 304034 – Traffic issues – Normanton and Pear Tree - received 14.07.04

Issue

A resident raised concern over the bad traffic congestion problems within the area, and commented that there was no room to increase access for traffic. This also affected the air quality. She asked the panel what the Council were doing to apply the Road Traffic Reduction Act of 1997.

Action reported at the meeting on 8 September 2004

There is nothing further to add to this item at this stage. As a full response has been provided to the original question no further action is required, this item will now be closed. It has not been possible to send a copy of this response to the person who asked the question, as we do not have a contact address or telephone number for her.

Public response at the meeting on 8 September 2004

A resident said that they were confused by the methodology and figures in the RTRA of 1997, they do not appear to have hit target with Westfield.

A second respondent said that the Council had a duty to write reports so everyone can understand. Another resident thanked the police for their response so far, but required target growth clarification. Margaret Haines asked why deliveries are not made before the peak times, in order to try and lessen the congestion problems.

Council response at the meeting on 8 September 2004

Councillor Hardyal Dhindsa replied to the first resident by getting someone to talk to him about the RTRA. He also agreed that there is a need for a simple report in plain language. Councillor Hussain said that there was no simple answer to this issue, traffic is static in this area most of the time and with people parking on the footpath it is being compounded. He wants to see a more comprehensive approach to tackle traffic congestion in the area.

Actions agreed at the meeting on 8 September 2004

Councillor Dhindsa requested that the report and the update be rewritten in more simple language and that it should include some additional information regarding proposals to address traffic growth more generally in the area.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Officers in Development and Cultural Services have agreed to provide two short reports in response to these issues:

- tackling traffic congestion in Normanton and Pear Tree – see separate item on November 2004 agenda
- a general response on Road Traffic Reduction – this will be provided at a future meeting.

Responsibility

David Gartside, Head of Traffic– Highways, Transportation and Waste, Development and Cultural Services, telephone 01332 715025.

Pete Price, Transport Policy Manager, Development and Cultural Services, telephone 715034.

10. Ref: 304035 – Arrangements for Monitoring and Evaluating CCTV- received 14.07.04

Issue

A member of the public asked why the issue of CCTV installation had not been included in the update report, when Councillor Burgess attributed the loss of phone boxes to vandalism.
Want a comprehensive report on monitoring and evaluation of the effectiveness of CCTV.

Action reported at the meeting on 8 September 2004

The On Street Traffic Operations Manager has been asked to provide a report for the November 2004 meeting.

Public response at the meeting on 8 September 2004

A member of the public said this was a question asked in May; it was a sequel to a phone box question asked in November. CCTV was presented as a tool for preventing and detecting crime.
Why does it take so long to report?

Council response at the meeting on 8 September 2004

Councillor Hardyal Dhindsa agreed that there had been a long delay and this needs to be communicated to the officers.

Actions agreed at the meeting on 8 September 2004

To ask Nigel Brien to attend the next area panel meeting and provide a full report about the arrangements for monitoring and evaluating CCTV in Derby.

Updates on agreed actions to feedback to the meeting on 10 November 2004

See separate report on the agenda.

Responsibility

Nigel Brien, On Street Operations Manager, Development and Cultural Services, telephone 715106

11. Ref: 304037 – Dale Community Primary School - received 08.09.04

Issue

New Item

Mr Croft, a resident of Belvoir Street since the 1930's, raised a concern about congestion caused by teacher's parking on and around Belvoir Street between the hours of 8-5pm. It was originally agreed that yellow lines were to be put along Meynell Street, this has not happened and as a result streets are being blockaded with school traffic.

Mr Croft complained that ever since they built the new sports centre, children have been trespassing in the school grounds to play football at the weekends and during the evenings. He also raised the issue of rubbish in the streets, which is encouraging vermin into the area, and lastly along the same lines the school pond is now looks like a sewer, as it is full of rubbish.

Mr Croft then related the fact that he had told a passing CCTV crew that children were kicking over a wall and when he asked them what they were going to do about it, they swore at him. He has never seen the CCTV crew since.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

Councillor Hardyal Dhindsa said they take this very seriously and he asked the resident to update the police about the CCTV incidence.

Inspector Gary Parkin said that he would notify the beat officers of the trespass issue and ask them to investigate this issue.

Actions agreed at the meeting on 8 September 2004

To ask the Director of Education to contact the head teacher and the governing body to ask them to respond to these complaints and provide a written response for the area panel. To ask officers in the DCC Waste Management team to investigate the resident's concerns about rubbish and vermin.

The Chair also requested that Mr Croft is contacted when these issues have been investigated and that the relevant ward councillors are also kept up to date on progress.

Updates on agreed actions to feedback to the meeting on 10 November 2004

An Inspector has visited the resident at Belvoir Street. The main complaint appears to be debris from building work in the area. The Inspector is arranging for the street to be swept this week.

Please see full response from head teacher attached to this report in Appendix 1.

Responsibility

Andrew Flack, Director of Education, telephone 716850

Richard Winter, Streetcare and Waste Management, Development and Cultural Services, telephone 716352

12. Ref: 304038 – Graffiti in Crompton/ Gerard Streets - received 08.09.04

Issue

Mr Woodward raised concerned about the graffiti on Crompton Street. He has spoken to the Council about this, but was told that it is the landlord's problem as it is private property. In areas such Crompton Street, Gerard Street and the alley way in Marks and Spencer this is becoming a bigger and bigger problem. He is aware that the Council are under funded in this area and unless the graffiti is racist they do not have the resources to remove it. He asked the Council to supply advice on its removal.

Action reported at the meeting on 8 September 2004

New item.

Public response at the meeting on 8 September 2004

Council response at the meeting on 8 September 2004

Actions agreed at the meeting on 8 September 2004

The Panel resolved to ask the Director of Development and Cultural Service to investigate the specific incidents and report back to a future meeting of the area panel.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Richard Winter from StreetCare has spoken to Chris Woodward from Crompton Street about an incident of Graffiti at the junction of Gerrard Street and Crompton Street. The property in question is a private property. The only solution for removing the graffiti is to paint over it, because the wall is a painted render. We have written to the owner but have had no reply from them. Anyone who contacts the council for advice is given it freely. We are currently investigating ways in which we could increase the amount of graffiti removal on Private Property. The problem is identifying who owns property that has got graffiti on and getting them to take some action about it. It is often the case that each graffiti job must be examined before work can take place, no one solution fits all.

A key target for the Anti-social Behaviour Team and partner agencies is graffiti. A recent notable success is the targeting of the tagger known as 'drops'. He has been made subject to a three-year anti-social behaviour order prohibiting him from being in possession of paint materials in public, not to cause graffiti or cause alarm, harassment and distress.

See separate item on agenda about litter, graffiti and recycling issues.

Responsibility

Richard Winter, Streetcare and Waste Management, Development and Cultural Services, telephone 716352

13. Ref: 304039 – Concern about rubbish and lack of litterbins on Cathedral Green - received 08.09.04

Issue

New item

Louise During, a resident of North Parade raised concern about Arboretum Ward. When she took friends to Cathedral Green the area was covered in rubbish. She contacted her local councillors to raise her concern and to request that some litterbins are erected.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

Councillor Hussain responded that he recalled speaking to Mrs During and said that he had contacted the appropriate Council department to make sure that the litter was picked up. He also confirmed that he had personally checked the Green himself to make sure that this had been done and pointed out that he understood that litter picking was carried out everyday.

Actions agreed at the meeting on 8 September 2004

To ask Richard to clarify the arrangements for litter-picking in the city centre and to confirm whether it will be possible to erect additional litter bins in this area.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The Council has a duty under the Environmental Protection Act 1990 (EPA) to keep its public highways and relevant land clear of litter and refuse, so far as is practicable. A Code of Practice issued under section 89, defines national cleansing standards and gives practical guidance to authorities. A copy of the code can be found at www.defra.gov.uk/environment/localenv/litter/code

The Code of Practice defines various zones. Those that relate to Derby are as follows:

Zone One = Town centres, major transport centres, shopping centres, central car parks, other busy public places.

Zone Two = High density residential areas (terrace), busy recreational areas, suburban car parks, industrial estates with a high density of premises.

Zone Three = Low density housing (detached/semi-detached), other transport centres, industrial estates with a low density of premises, high technology business parks.

Zone Six = Strategic routes.

In Derby, Zone One areas are the City Centre, Pear Tree Road, Normanton Road and various district shopping centres including Mickleover and Allenton. Normanton, California, Markeaton and roads in the immediate vicinity of the station are Zone Two. Everywhere else is Zone Three. The main routes in and out of the City run through a number of zones but are primarily Zone Six.

The Code of Practice also defines various grades of cleanliness as follows:

Grade A = no litter or refuse

Grade B = predominantly free of litter or refuse apart from small items

Grade C = widespread distribution of litter and refuse with minor accumulations

Grade D = heavily littered with significant accumulations

The zoning system provides local authorities with guidance on how quickly a road needs to be cleansed in order to return it to Grade A standard. For example, if a road in Zone 3 falls below Grade B, the Code of Practice states that it must be restored to Grade A standard within two weeks. This information, in conjunction with local knowledge about the cleanliness of a particular road or area, enables the Council to determine the frequency of cleansing. Other factors are also included in the decision-making process, such as how regularly pedestrians use a road, as litter tends to be generated more frequently by pedestrians than by people in cars. Frequency of cleansing varies according to the particular road and can be anything from daily to weekly, or even every eight weeks.

See separate item on agenda about litter, graffiti and recycling issues.

Responsibility

Richard Winter, Streetcare and Waste Management, Development and Cultural Services, telephone 716352

14. Ref: 304040 – Community Safety Partnership Questionnaire received 08.09.04

Issue

New item

A resident from Mount Street raised concerns about the way that the recent Community Safety Partnership questionnaire was carried out. When she answered the door she was told that they did not wish to interview her, as she didn't fit the criteria they were looking for. Another resident also backed this claim up by saying that the exact same thing had happened to her.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

Councillor Hardyal Dhindsa said that the Panel would ask the community safety partnership to investigate this.

Actions agreed at the meeting on 8 September 2004

To relate concern over how interviewer responded to this resident in attempting to fulfil quota sample to research company working on Derby Community Safety Partnership's behalf.

To write to this resident to explain why she was not asked to be interviewed and to apologise for the behaviour of the interviewer.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The Director of the research company conducting the work was emailed on 30 September highlighting this concern. They have been made aware of the area the interviewer/s were working and are taking appropriate action.

A written response has been sent to the resident apologising for the incident and explaining why it occurred.

Responsibility

Alison Wynn, Performance and Research Manager, Community Safety Partnership, telephone 256868

15. Ref: 304042 – Pavement improvements on Buller Street - received 08.09.04

Issue

New item

Greg Jackson, resident of Buller Street, is against the proposed pavement improvement as it makes the street too narrow and the kerbs too high. As he is in a wheelchair he has been promised a drop kerb to enable him access to his property, but this is only OK if no body parks in front of it. If they do he will have to go to the end of the block in order to get access. Fran Fuller, also from Buller Street added that parking is diabolical, she has written to Chris Williamson raising concerns that the kerbs will be too high when they are replaced and stated that she would also like to see white markings on the road.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

None.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Mr Jackson has been contacted regarding a request for a disabled persons' parking bay. Social Services have already visited Mr Jackson and completed an application form, which is on its way to us. One the highway assessments have been made then Mr Jackson will be contacted.

An officer from Development and Cultural Services will contact the other resident who raised concerns about the height of the new kerbstones.

Responsibility

Nicola Jagers, Traffic Manager, Development and Cultural Services, telephone 716074

16. Ref: 30404 – Paperback Collection, Cromwell Road, Normanton – received 08.09.04

Issue

Written question: A resident reported that she and her neighbour had had problems with the paperback collection service on Cromwell Road. They had waited several weeks

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

None.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Cromwell Road should receive a fortnightly paperback collection. The residents are asked to put their paper out in carrier bags where the crews can see it. The paper is collected by the Council and sent to be recycled in Kent.

Cromwell Road is on Bin Round L and the next collection are due on 25th October 2004, 8 and 22 November 2004. The Commercial Services Manager who is responsible these collections is aware of the complaint and apologises for any inconvenience caused. Unfortunately, there have been three occasions this year where papers were not collected on the scheduled day but each time they were picked up a couple of days later. Previously there have been no reported problems.

If residents have any further problems with the collections please report this immediately on the Streetcare hotline – Derby 715000.

See separate item on agenda about litter, graffiti and recycling issues.

Responsibility

Richard Winters, Assistant Waste Management Officer– Highways, Transportation and Waste, Development and Cultural Services, telephone 01332 716096.

17. Ref: 303053 – Removal of telephone boxes in the City - received 19.11.03

Issue

Concern was raised in November 2003 about the perceived reduction in the number of public telephones in the City.

BT Payphones is currently reviewing the provision of payphones throughout Great Britain. The work is being undertaken in several phases over an 18-month period. In a recent letter to the Council stated that they remain *'committed to maintaining a quality public payphone network and meeting our Universal Service Obligations by the adequate provision of payphones across Great Britain. We will not leave any community without a payphone service regardless of the profitability of such payphones.'*

BT has initially identified a number of payphones for removal, which are losing money due to low usage and have an alternative payphone nearby. It is understood that they would normally post a notice in the payphone to mark the beginning of a 42-day consultation period.

If any member of the public is concerned about BT plans to remove a payphone they should contact BT and quote the phone number and location of the kiosk in their correspondence.

This item was closed following the meeting in March 2004 and re-opened following the meeting in September 2004.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

Ms Sandhu requested that BT are invited to a meeting to explain and clarify why 43 phone boxes are being removed in the Peak District and whether something similar will be occurring in Derby.

Council response at the meeting on 8 September 2004

Councillor Hardyal Dhindsa replied that BT would be invited.

Councillor Williamson added that there has been strong representation from some communities to remove them because of their usage by prostitutes or because of other forms of anti-social behaviour. He will support the majority view of local residents whilst recognising that BT will base their decisions on commercial reasons.

Actions agreed at the meeting on 8 September 2004

To reopen this item, and to invite BT to attend a future area panel meeting to provide an update on the latest position with their rationalisation programme.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The Area Panel Manager contacted BT on 1 October 2004 and invited them to attend a future area panel meeting.

Responsibility

John Stewart, Planning, Development and Cultural Services. Telephone 255934
Rick Thompson, Project Liaison Office, BT Payphones, PP 06A21, Delta Point, Wellesley Road, Croydon, CR9 2YZ. Telephone: 0800 252 745. Email: btp.authorisation.team@bt.com

18. Ref: 303044 – Petition - One way system for Stockbrook Road and Westbury Street – raised 17.09.03

Issue

A member of the public presented a petition to the Panel in September 2003 asking for a one-way system between Westbury Street and Stockbrook Road. He felt that this would prevent accidents and that near misses were a daily occurrence. This was causing pollution, noise and general disturbance for local residents.

November 2003– Council officers provided a response to the petition following their investigation into the request for a one-way street. At present, traffic using Westbury Street and Stockbrook Road is required to negotiate parked vehicles and to give way to oncoming traffic. This reduces vehicle speeds and to some extent deters drivers from using these roads as a through route. Site observations indicate that two-way traffic, including the 33-bus service negotiates the parked vehicles on Stockbrook Road safely. Given that both Stockbrook Road and Westbury Street form part of a wider network of roads, it was felt that a one-way system on Stockbrook Road and Westbury Street would push all the morning peak and afternoon peak hour traffic onto adjacent streets.

In addition, both streets currently have good safety records, according to Derbyshire Constabulary's database of all recorded personal injury accidents; there were no personal injury accidents on either Stockbrook Road or Westbury Street over the three years to July 2003. It was therefore not considered appropriate to introduce a one-way restriction that may lead to increased vehicle speeds and have an adverse impact on neighbouring residential streets. The petitioners and ward councillors were not satisfied with this response and asked for further investigations to be undertaken.

January 2004 - Following further investigations, the Director of Development Services still considered that there was little benefit in terms of road safety of introducing a one-way restriction on these streets. Further, as a scheduled bus service operates in both directions on Stockbrook Road, the adverse effects on public transport of complying with this request could lead to a public inquiry. This is a further significant reason for refusing the request. However, given the strength of residents' opinion, it was suggested that further consultation would take place to determine how to proceed.

March 2004 - In February 2004, 154 questionnaires were distributed to all residents living in properties fronting Westbury Street, Stockbrook Road and Westbury Court were invited to complete a questionnaire stating whether or not they supported the introduction of a one-way restriction. A total of 60 responses were returned, a response rate of 39%. Based on these responses, the results of the consultation was:

- 28 residents supported the suggestion of introducing a one-way restriction and 19 residents were opposed.
- The number of positive response to the questionnaire represents 18% of the properties surveyed.
- It appeared that a significant number of residents did not feel the need to express a view.

May 2004 - The Panel resolved to request the Director of Development and Cultural Services to investigate the feasibility of introducing a one-way system for Stockbrook Road and Westbury Street.

July 2004 - Cabinet resolved that further consultation about the need for a one-way restriction should be carried out at Stockbrook Road and Westbury Street.

Action reported at the meeting on 8 September 2004

A consultation letter has been written and this will be sent to all residents. However, ward councillors are being consulted on its contents before it is distributed.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

A letter is being sent out to all residents of Stockbrook Road and Westbury Street this week.

Actions agreed at the meeting on 8 September 2004

To provide a progress report for the panel in November.

Updates on agreed actions to feedback to the meeting on 10 November 2004
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All residents were invited to take part in a consultation exercise in a letter sent out to them on 9 September 2004. The results of this consultation exercise will be reported back to Cabinet on the 21 December 2004.

Responsibility

Tara Nield, Traffic and Parking Engineer, Development and Cultural Services, telephone 7150256.

19. Ref: 304021 - Petition – Request for improved parking for residents on Moore Street - received 08.01.04

Issue

The Council has received a letter signed by 16 residents requesting that improvements are made to the residents parking arrangements on Moore Street. Residents are particularly concerned about getting fixed penalty tickets and have asked the Council investigate the possibility of introducing a residents parking scheme.

Action reported at the meeting on 8 September 2004

The legal order is progressing and the markings will be removed in the near future.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

Updates on agreed actions to feedback to the meeting on 10 November 2004

The daytime waiting restrictions have now been removed. This item will be closed following the November area panel meeting.

Responsibility

Adrian Martin, Traffic Section, Development and Cultural Services, telephone 715031

20. Ref: 304016 - Petition – To install flashing lights on Portland Street- received 17.03.04

Issue

A petition was handed in to the area panel in March 2004 requesting the installation of yellow flashing lights on Portland Street, to alert motorists to the schools. It was signed by 62 residents.

Action reported at the meeting on 8 September 2004

In September 2004, the panel received a formal response to this petition in a report from the Assistant Director of Highways, transportation and Waste Management. It recommended that the request should be rejected because:

- there have been no reported injury accidents at this location during the last three years
- speed ratings taken at the site on 24 April 2004 showed an average speed well below the 30 mph speed limit
- the location does not meet the criteria for the installation of flashing yellow warning lights

However, the Council agreed to continue to monitor the school crossing patrol site through the established risk assessment process for all school crossing patrol sites. It also suggested that the school consults the Road Safety and TravelWise Team to consider introducing a number of possible initiatives to reduce car journeys and congestion around schools.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

Councillor Chris Williamson said that he would advise the Pear Tree Residents Group of the outcome of their petition and pointed out that they may well ask him to refer the matter back to the panel for further consideration.

Actions agreed at the meeting on 8 September 2004

To close this item.

Updates on agreed actions to feedback to the meeting on 10 November 2004

This item will now be closed.

Responsibility

Nicola Jagers, Traffic Manager, Development and Cultural Services, telephone 716074

21. Ref: 304017 - Petition – Parking restrictions, Pear Tree School - received 17.03.04

Issue

A petition was received requesting the enforcement of parking restrictions around the Pear Tree School.

Action reported at the meeting on 8 September 2004

The school Keep Clear Zigzag road markings are not enforceable on their own. With a Traffic Regulation Order –TRO they are enforceable. The TRO can only cover a Zigzag that is adjacent to road and a pedestrian access, it can't go on a vehicular access such as a school car park. This is because children need to have a clear view of the street from a pedestrian access. Commonly a TRO would take 6 months to put in place but the issue of main concern is the availability of resources for ongoing enforcement.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

To provide a full response to the petition at the next area panel meeting.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The petition was referred to the Police at the area panel meeting on 14 July 2004. School Keep Clear markings can only be used over limited lengths and can only be used to prevent parking in areas where significant numbers of school children are crossing the road such as at school gates.

Responsibility

Nicola Jagers, Traffic Manager, Development and Cultural Services, telephone 716074
Inspector Gary Parkin, Derbyshire Constabulary, Peartree Police Station, telephone 209100

22. Ref: 304027 – Molineux Street – one way street - received 12.05.04

Issue

Residents of Molineux Street presented a petition asking the Council to take steps to reduce traffic congestion. They say that the volume of traffic and parking on both sides of the street is making driving conditions virtually impossible. They have requested that the street is made one-way with traffic flowing down Molineux Street from Rosehill Street.

In July 2004 it was reported that as the Council had also received a request to make Wilfred Street one-way, this request would be considered together with Wilfred and Sale Street. This will require a detailed investigation including vehicle counts and speed surveys. Due to a high number of similar requests, and in order to avoid doing these counts during school holidays, it is likely that this investigation will take place in September.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

None.

Updates on agreed actions to feedback to the meeting on 10 November 2004

The traffic management work programme for 2004/5 included Wilfred Street - request for a one-way design and consult. Therefore the request for a one way in Molineux Street was added to this study in conjunction with a request for Sale Street as they are all in the same area. It is important to include other roads in the area, as the implementation of a one-way system would have implications for adjacent streets.

Responsibility

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

23. Ref: 304044 – Petition - St James Road – request for a residents' parking scheme - received 08.09.04

Issue

A petition signed by 27 residents from St James Road and Dover Street was handed into the Council in August 2004. It was presented to the area panel on 8 September 2004. It was worded:
'We ask you to carry out a meaningful traffic survey on the needs of our residents and businesses with a view to improving safety and considering our parking needs with if needs be granting residents only parking.'

Action reported at the meeting on 8 September 2004

Public response at the meeting on 8 September 2004

Council response at the meeting on 8 September 2004

Actions agreed at the meeting on 8 September 2004

The petition was referred to the Director of Development and Cultural Services.

Updates on agreed actions to feedback to the meeting on 10 November 2004

See separate report on the agenda.

Responsibility

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

24. Ref: 304045 – Petition - Raven Street - requesting a one-way system received 08.09.04

Issue

The council received a petition signed by 117 residents in August 2004. It concerned the installation of a one-way system and the lead petitioner was invited to present a petition to the area panel on 8/9/04.

'We the undersigned residents are concerned about the traffic problems in Raven and Percy Streets and therefore petition the Council to create a one-way system using these two streets, for the benefit of all.'

Action reported at the meeting on 8 September 2004

Public response at the meeting on 8 September 2004

Council response at the meeting on 8 September 2004

Actions agreed at the meeting on 8 September 2004

The petition was referred to the Director of Development and Cultural Services.

Updates on agreed actions to feedback to the meeting on 10 November 2004

Investigation work has begun and traffic surveys have been ordered.

Responsibility

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

25. Ref: 304046 - Petition - Almond Street - regarding the shortage of car parking on Almond Street - received 08.09.04

Issue

The Council received a petition signed by 64 residents in August 2004. It concerned the perceived shortage of parking on Almond Street and the lead petitioner was invited to present a petition to the area panel on 8/9/04.

Action reported at the meeting on 8 September 2004

Public response at the meeting on 8 September 2004

Council response at the meeting on 8 September 2004

Actions agreed at the meeting on 8 September 2004

The petition was referred to the Director of Development and Cultural Services.

Updates on agreed actions to feedback to the meeting on 10 November 2004

See separate report on the agenda.

Responsibility

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

26. Ref: 304047 - Petition – Activ8 Project, Mount Carmel Street- received 08.09.04

Issue

A petition was received about anti-social behaviour of residents in the Activ8 Project on Mount Carmel Street. This has been referred to the Council's Housing Strategy Unit and to the Chief Executive of Stonham Housing Association.

Action reported at the meeting on 8 September 2004

A number of residents from various streets surrounding the Activ8 venue stated that an number of anti-social behaviour incidents have been carried out by tenants and their associates and requested the Council to investigate the following issues:

- 1) to review the arrangements made by Stonham Housing Association for the young people there
- 2) to negotiate and agree an appropriate arrangement to manage the conduct of its tenants
- 3) to monitor the effectiveness and periodically review this.

The lead petitioner, Mr Christie, gave the panel an outline of the work of Activ8. Activ8 supports a project aimed at disadvantaged young people to provide support, housing and training. During normal business hours, staff are on duty at the premises but often the young people are unsupervised at other times and at weekends. There are 12 young individuals housed there and local residents often have to look after the situation to maintain control at weekends and outside office hours.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

The petition was referred to the DCC Housing Strategy Unit and Stonham Housing Association.

Updates on agreed actions to feedback to the meeting on 10 November 2004

An officer from Stonham Housing Association has already made contact and done some work with Councillor Hussain and the lead petitioner. A full response to the petition will be provided at the January 2005 meeting of the area panel.

Responsibility

Ian Fullagar, Housing Strategy and Performance Manager, Housing Strategy Unit, telephone 255185

27. Ref: 304045 – Petition - Renal Street and Avondale Road – request for a one-way system to improve traffic flows - received 26.09.04

Issue

The Council received a petition signed by 31 residents in September 2004. It concerned the installation of a one-way system to improve traffic flow and the lead petitioner was invited to present a petition to the area panel on 10/11/04.

The petition has been referred to the Director of Development and Cultural Services to provide a full response at a future area panel meeting.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

None.

Updates on agreed actions to feedback to the meeting on 10 November 2004

None.

Responsibility

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

28. Ref: 304045 – Petition - Dexter Street – request for parking, street lighting and drainage improvements- received 26.09.04

Issue

The Council received a petition signed by 35 residents in September 2004. It concerned a request for a number of improvements, which the signatories feel that they would benefit from including:

- extra lighting
- a no-parking zone at the end of the street – so turning vehicles around will not be a problem
- double glazing to block out noise caused by passing trains
- improvements to sewage pipes – nearly all cellars within Dexter Street have water coming in from the damaged sewage pipes, giving rise to damp

The petition has been referred to the Director of Development and Cultural Services to provide a full response at a future area panel meeting and the lead petitioner is invited to present a petition to the area panel on 10/11/04.

Action reported at the meeting on 8 September 2004

None.

Public response at the meeting on 8 September 2004

None.

Council response at the meeting on 8 September 2004

None.

Actions agreed at the meeting on 8 September 2004

None.

Updates on agreed actions to feedback to the meeting on 10 November 2004

None.

Responsibility

Neil Palfreyman, Traffic Management Engineer, Development and Cultural Services, telephone 716090
John Edgar, Maintenance Manager, Streetcare, Development and Cultural Services, telephone 715067