

**AREA PANEL 5 COMMUNITY ISSUES – UPDATE REPORT
BACKGROUND INFORMATION
4 JULY 2007**

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

Responsible officer(s) for more information:

Tony Gascoigne, Traffic Control Engineer, Regeneration and Community, telephone 715019

Issue:

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

Previous key points / action taken:

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

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

December 2005: Each year a number of schemes are put forward for consideration by Cabinet. The schemes approved by Cabinet are then included in the following financial year's work programme. The new footway extension on Park Lane and Cornhill will go forward to Cabinet for possible inclusion in the 2006/07 work programme. Traffic observation surveys are usually carried out from cars for safety reasons and also to protect the equipment being used. However, on occasions the surveys are carried out standing on the street where it is not possible to safely park cars.

February 2006: The new footway extension is being considered for the 2006/07 programme, and we will know by April 2006 if it will be installed.

July 2006: The extension to the footway at Cornhill has been included in the 2006/07 work programme. The scheme will make crossing the road at the junction of Park Lane and Cornhill easier. This scheme is referred to on page 1 of the Derby Joint Local Transport Plan, Area Panel 5 - Highways and Transport Scheme Funding 2006/07 leaflet, distributed with the Area Panel Bulletin at the Area Panel meeting on 12 July.

Response on 12 July 2006

The response was noted and agreed to put in outstanding issues. However, this update was incorrectly attached to the issue asking for double yellow lines on Cornhill which had already had a response and had been closed.

Actions agreed:

Provide an update when the work has been completed or at July 2007 Area Panel 5 meeting.

Update:

The footway has been completed.

Propose to close

2. 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:

October 2006: 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.

Councillor Harbon reported that the petition had been submitted because certain streets in the area were pitch black.

Richard Smail referred to the report responding to the petition in the papers. He confirmed that officers had surveyed the site, and some poor lighting issues had been identified. Interim minor upgrades would be made before the end of October 2006 to a number of lighting columns to give more illumination, but in the long term the Street Lighting Private Finance Initiative would allow the lighting in the area to be totally replaced. The Panel supported the proposed action.

Residents asked for more information about the Street Lighting Private Finance Initiative and suggested a presentation is provided at a future meeting.

December 2006 – reported that street lighting PFI is still being developed and proposed to close.

Response on 6 December 2006

Councillor Wynn confirmed that the Council has recently been made aware of a change to the British Standard for street lighting that means more columns will be needed to achieve the required revised lighting standard. This will have a corresponding increase in cost and maintenance. This is a nationwide problem and the impact is that it put back the PFI programme by 12 months. The pavement maintenance programme will now need to be reconsidered also.

Actions agreed:

The panel agreed to receive an update on the PFI scheme when more details were available.

Update:

The contractor, Balfour Beatty, will commence the street lighting PFI service on 25 June 2007. The PFI will run for 25 years. During the first 5 years the core investment programme will be delivered which will result in 2/3 of the city's street lights and most of the lighted bollards and street signs being replaced. Due to the consultation period, the first column is planned to go in the ground on 11 July in the Derwent area of the city.

Derwent Community Team has contributed funding towards the Street Lighting PFI in order to enhance the type of lighting in the Derwent area. Due to the provisions surrounding the time limits for spending the additional funding, the Derwent area has been given an advancement in the contractor's programme. It is expected that the works in Derwent will run from 11 July and be completed by Christmas 2007.

During the first 12 months of the PFI contract, a full survey will be carried out of the lighting stock in the city and this information will bring the database up to date. At the same time, a structural assessment will be carried out to determine the contractor's priorities for years 2, 3, 4 and 5 of the core investment programme period. Lighting columns will be replaced based on the structural

integrity of the stock.

In addition, Derby Homes have also made a contribution to the PFI funding. As a result, the contractor also plans to tie in Derby Homes areas all over the city with replacing the oldest lighting columns and those not structurally sound. This will mean that most areas of the city will see some work carried out as part of the replacement of those lighting columns falling into this category. However, the majority of the work on the 5 year core investment programme will take place in years 2, 3, 4 and 5.

There is a new website which can be found at www.lightingderby.com which provides information on the street lighting PFI contract and will also detail a full month's rolling programme of the works to be carried out. There is also a hotline number for street lighting – Derby (01332) 715002. **Note and close.**

3. Ref 507005 — Five Lamps Traffic Lights, Darley - raised 31.01.07

Responsible officer(s) for more information:

Dave Powner, Project Manager, Regeneration and Community, telephone 715130

Issue:

Ever since the traffic lights have been installed at Five Lamps, the traffic situation has been worse. Since their introduction, Five Lamps has become an Air Quality Management Area. In correspondence, Derby City Council has confirmed that there has been an increase in road traffic accidents. DCC has also stated that if Connecting Derby goes ahead there will be no improvement of their quality at five lamps and DCC's own figures show an increase of up to 350%, adding to rather than reducing the problem.

Considering that DCC has an obligation to improve this situation and state in their local transport plan (2006-2011 - page 4E) that one of their over-arching objectives is to improve Air Quality and road safety, the resident is seeking clarification on what DCC is proposing to do about this. The resident suggested that these issues make it a fair argument that the Connecting Derby proposals for Five Lamps are abandoned.

Previous key points / action taken:

January 2007

The introduction of the air quality management area at Five Lamps is purely coincidental with the junction becoming signalised. As the questioner has said the aim is to improve air quality and safety. We believe that by introducing the measures proposed in the Connecting Derby scheme that the accidents will reduce and the junction become safer.

I am not sure what the 350% figure quoted is. There is a predicted 3% increase in the average annual weekday traffic in an 18 hour period. The air quality in the vicinity of the Five Lamps area will remain almost constant with slight improvement in NO₂ concentrations on King Street, Garden Street and Duffield Road. No changes are predicted in PM₁₀ concentrations due to the implementation of Phase 3B of Connecting Derby, and overall the scheme will generally have a positive impact on air quality.

The Five Lamps works are intrinsically linked to the rest of the scheme and cannot be removed in isolation. The Planning Application that was approved was for one application for the whole of the remaining sections of Connecting Derby, and not individual sections.

Response April 2007

A resident commented on the figures from the relevant DCC report of current levels of turning

traffic of 125 cars per hours and forecasts of 450 cars per hour, i.e. a 350% increase. The resident went on to state that the Garden Street leg of the proposed five lamps junction was not long enough to accommodate the number of cars that will use it. The resident expressed the view that stationary traffic was causing air quality issues at 5 Lamps and added that in Government is predicting that, despite improvements in engine technology, due to an increase in vehicle numbers, air quality will continue to worsen. A second resident stated that a Signals Engineer at a previous Area Panel 5 meeting had undertook to investigate a permanent left turn from Garden Street into Kedleston Road. The present red aspect was regarded as unnecessary. The resident went on to add a view that the fuel station at 5 Lamps and westerly winds put benzene into the atmosphere at Duffield Road and therefore Benzene required continuous monitoring. A second questioner stated that during consultation on the Connecting Derby / Five Lamps scheme, a signalised pedestrian crossing was shown for the crossing from Garden Street to Kedleston Road. The questioner added that without any proper consultation this element of the scheme has been dropped. The 'dropped' crossing has a very high volume of vulnerable users. The resident asked why has the crossing been dropped and why has there been no consultation with the public about this matter.

Propose to Note

Actions agreed:

The panel agreed to note the update and asked for reports back from officers on the points raised regarding Air quality; the left turn from Garden Street into Kedleston Road; continuous monitoring of benzene and the signalised pedestrian crossing from Garden Street to Kedleston Road.

Update:

Although there is a large increase in the number of vehicles turning right into Duffield Road heading south the overall increase of traffic through the junction is approximately 3%.

The proposed Five Lamps junction has sufficient length within the right hand lane of Garden Street to accommodate queuing traffic. With a cycle time of 90 seconds the model shows an average queue length of 8.6 pcus**. Equating this to distance on the ground using an approximation of 5m per pcu gives a required queuing space of 43m. The design allows for a queuing length of approximately 44m with a lane width in excess of 3m with a further 7m where the lane width is in excess of 2m (sufficient for a private car). It is therefore considered that adequate allowance has been made for the modelled queue of u-turning vehicles.

The type of signal provision for the Garden Street left lane had been investigated previously. While there were pros and cons for both arrangements it was recognised that the Connecting Derby proposal gave the most satisfactory solution and that any changes to the existing layout could prove confusing and potentially dangerous for pedestrians if one lane of traffic came to a halt while a second lane alongside remained on green. It was recommended therefore that the current arrangement be maintained until the Connecting Derby scheme has been completed.

The Group Leader - Pollution Section (EH&TS) reports that benzene emissions from the new petrol station at Five Lamps are anticipated to be so low as to be undetectable at the nearest dwelling. The need for any form of benzene monitoring in the vicinity is therefore considered unnecessary.

The incorporation of this crossing on the drawing was a mistake, and this was explained at the recent Public Inquiry. There is no controlled crossing at this location at present and the Connecting Derby proposal is for this crossing to remain as it is.

**** A car is 1.0 pcu, a van approximately 1.4 and lorries scaled up according to car size**

4. Ref: 505039 – Petition – Well repairs and installation of hand rail, Well Street, Darley - received 12.10.05

Responsible officer(s) for more information:

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.

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.

October 2006: A funding application to Area Panel 5 for funding to replace the existing section of handrail at the top of Well Street was approved. 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.

December 2006: There has been a delay as they have encountered unexpected design problems. They aim to install the handrail before the Area Panel 5 meeting on 31 January 2007.

Derby Homes are working up proposals that will tidy up the well area and surroundings, improve health and safety, reduce anti social behaviour around the well and make the area more attractive while in the long-term making the area sustainable.

Response on 04 April 2007

Funding is in place. Parks section are completing the drawings for the landscape area.

Unfortunately the contractor due to install the handrail had experienced a backlog of work. However, the handrail has now been installed.

Actions agreed:

Update on progress.

Update:

Delays have been experienced in the design of the works. **Propose to note**

5. Ref: 507009 – Yellow Advertising Signs, Darley - received 04.04.2007

Responsible officer(s) for more information:

Neil Palfreyman, Highways and Transport, Regeneration and Community, telephone 716090

Issue:

A resident on behalf of Broadway Action Group stated that a number of yellow advertising signs were fixed to lampposts. The Bryant's signs advertised Highfield housing development. The number and positioning of the signs made them very visually intrusive. The resident asked if action could be taken to remove the signs and to prevent more being erected.

Previous key points / action taken:

New Item

Response on 04 April 2007

Councillor Hickson pointed out that the Streetline number where this could be reported: Telephone 715000

Actions agreed:

The panel agreed to refer the issue to the relevant officer and asked for a robust response and action.

Update:

We can and do authorise yellow/black direction signs relating to development sites. If unapproved signs are erected within the highway, our Highway Inspectors can take action to get them removed. This would generally take the form of a request to the developer to remove them, followed by actual removal by our contractors and trying to recover the costs of doing so, if they do not respond.

However, on 25 June a street lighting PFI contract starts. The contractor, Balfour Beatty will be responsible for removing any unauthorised signs attached to street lighting columns/illuminated sign posts. It is possible that at present, some developers, knowing that some yellow / black signs are approved, are erecting similar signs without seeking approval. **Propose to note and close.**

6. Ref: 507010 – Parking Restrictions & Enforcement, Darley - received 04.04.2007

Responsible officer(s) for more information:

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

Issue:

A resident on behalf of Broadway Action Group stated that drivers were regularly driving their vehicles over the footpath to park during evenings Thursday to Saturday avoiding the double yellow lines. When she had enquired about parking enforcement officers she had been told that they were not available after 8.00 pm. The resident went on to ask if bollards could be installed to prevent the inappropriate parking.

A second resident asked a similar question about enforcement in the Edward Street area during the evening / at night.

Several other residents mentioned parking problems that occurred during evenings (including the Strutts Park area) and that when they had rung the Council they had been told that parking enforcement officers she had been told that they were not available after 8.00 pm.

Previous key points / action taken:

New Item

Response on 04 April 2007

Councillor Wynn reported that while the parking enforcement officers were not generally available after 8.00 pm they could be available in exceptional circumstances, for example, when parking was considered to be very dangerous.

Councillor Hickson (with reference to the Edward Street area) stated that enforcement out of normal hours often required the active consent of local residents particularly in areas where residents did not have drives or garages where they could park off-road.

Actions agreed:

The panel agreed to refer the issue to the relevant officer and asked for a robust response and appropriate action at the Broadway site.

Update:

During May, Parking Enforcement staff patrolled the areas around the Broadway Public House and Belper Road between the hours of 7pm and 9pm on 5 separate occasions. No vehicles were found to be illegally parked during any of these visits. These areas will continue to receive attention in keeping with the normal enforcement regime. **Propose to note and close.**

7. Ref: 507013 – 10 St Helen's Street, Darley received 04.04.2007

Responsible officer(s) for more information:

Harry Hopkinson, Team Leader - Built Environment, Environmental Sustainability. Telephone 25 5061

Issue:

A resident stated that following the fire approximately 3 months ago, he believed that the property had changed hands. The resident asked if the Council could do anything to protect the fabric of the building which is on the Local List, e.g. does the Council have the power to enter the property and enforce conservation of important features.

Previous key points / action taken:

New Item

Response on 04 April 2007

Panel members pointed out that the building was not a listed building but was on the Local List for Derby City. This meant the Council did not have powers to enter the building or enforce conservation actions.

Actions agreed:

A report to be provided to the next Area Panel 5 meeting.

Update:

10 St. Helen's Street is not statutorily listed or located within a conservation area therefore the Council isn't able to use powers from the Planning (Listed Building and Conservation Areas) Act 1990 to serve an urgent works notice. However, planning permission was granted in February 2007 for redevelopment of the site, which includes the repair and conversion of Nos. 10 to 14 into apartments.

Since the fire, the Senior Planning Officer who was the case officer for the planning application has been in contact with Metropolitan Housing Trust through the architect for the scheme, Franklin Ellis Architects. A repair scheme for the damaged building has been submitted for our team's approval. In the meantime, we have requested that the building is made weather tight as far as is possible to prevent further damage. This hasn't yet been carried out and we will be following it up.

Propose to note and close

8. Ref: 507015 – Environment Agency emergency flood defences– Displaced rodents, Darley. received 04.04.2007

Responsible officer(s) for more information:

Richard Ziemacki, Specialist Technical Officer, Environmental Services. Telephone 715293
Ros Kaye, Biodiversity Officer, Environment Agency Telephone 0115 846 3662

Issue:

A resident stated that a notice dated 16/3/2007 informs of works at Derwent House and Duke Street, Darley. Environmental works along the river banks have already disturbed mice and rats. The resident asked how the city will be defended from further displacement.

Previous key points / action taken:

New Item

Response on 04 April 2007

None

Actions agreed:

A report to be provided to the next Area Panel 5 meeting.

Update:

The Environment Agency works, to date, have been the clearance of a 3 x 40m metre strip of vegetation in the vicinity of Derwent House (SK 352375). At the second site, Duke Street, Darley Abbey no works have yet been undertaken.

The works at the Derwent House site entailed the clearance of hawthorn, bramble scrub and two sycamore trees. The works are 40 metres from the River Derwent.

The Environment Agency do not envisage that these works have 'displaced' mice and rats. There may have been an element of disturbance, however, the actual area cleared is relatively small and the surrounding land is of a similar nature, hence adequate habitat for any displaced individuals. Operatives on site were not aware of any mice or rat infestation within this site or that the works affected any populations.

The works to be undertaken within April / May are to temporarily improve a flood defence structure until the larger Derby Flood alleviation scheme is agreed and implemented.

Owing to the distance of our forthcoming works from the riverbank, the Environment Agency do not envisage any problems arising regarding rats. As mice and rats are a constant problem within this area and the council have a rolling programme to control such, the Environment Agency will make their workforce aware should any problems arise during their future works.

Propose to note and close**9. 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 master plan 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.

October 2006: 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.

A number of questions were raised at the meeting.

Darley Park Drive Car Park: A resident asked on behalf of the Friends of Darley Open Spaces – FODOS, what the University, Council and Police intend to do about the number of cars parking in Darley Park Drive car park and on the road. Photographic evidence taken on 2 October 2006 at 11

am shows 19 cars and a motorcycle on the car park and 14 cars on Darley Park Drive. Several park users, some of whom have mobility problems, have complained that they cannot park to access the park at this entrance. FODOS members have asked people leaving their cars where they are going and they have confirmed they are students.

University Noise: A resident of Broadway Park Close raised concern about people using the A38 footbridge when leaving late night functions at the University, including noise and removal of fence panels. They have talked to the University and been informed that the gate is closed at 9 pm, but she has checked and this is not the case. She asked the panel to take action.

Parking on Penny Long Lane: Residents raised concern over the problem of students parking on the footpath. They reported that the Police have visited the area, but have only stuck the university notices on cars and students are not taking any notice. They asked if the Police could take any firmer action. A resident noted that some bollards have now been installed at the junction with Broadway which have helped but some cars are still being parked at right angles on grass verges. What can be done to stop this?

Another resident reported that the police have assured him that they are working on signage and notices and hoped the university would take an active part in this.

Parking on Broadway: A resident considered that the current strategies to reduce the impact of students parking on Broadway are not working. She commented that local residents lives are being affected. She recognised that she was criticising the University but didn't want to. She reported that a student had used an old parking ticket and put it on the windscreen when parking where they shouldn't. There were also problems with litter and she asked that the University tackle all these issues.

In response:

Councillor Hickson asked which elected members attend the regular liaison meetings between the Council and University as neither Darley or Allestree members attend them. Richard Smail confirmed that Councillor Wynn, Cabinet member for Planning and Transportation attends with officers. Councillor Hickson asked that the ward Councillors are invited.

Councillor Webb confirmed that the situation was not getting any easier and some additional problems had now occurred such as students filling all the spaces in the Mundy Play Centre Car park. He recognised that the university are putting out leaflets to all the students, giving information, asking them to be considerate and asking them to be good neighbours, but it is not working. He considered that what is effective is the exclusion notice in the Carsington Crescent area where there are active Neighbourhood Watch Schemes. He recommended this model in other similar areas.

A resident of Markeaton Street stated that while they have issues with university parking they also have problems with non-university people parking all day on the street.

Richard Smail referred to a leaflet available at the meeting that summarised the many actions currently being taken by the Council and the University. He also commented that when the University were informed about the parking complaints at Darley Park Drive car park on 3 October they had visited within 24 hours and have agreed to monitor the number of cars and spaces in coming weeks.

It was suggested that the University parking issues could be one of the priorities identified by the area panel when they consider their highways and transportation priorities for 2007/8.

December 2006 - Council response: In response to the concerns about the level of parking at Markeaton Park car parks and Darley Park Drive car park as well as issues on Broadway, the situation has now settled, as is always the case, now the hectic first few weeks of a new academic year are behind us. Council officers continue to monitor the situation and have taken enforcement action where this has been appropriate.

Since the last meeting the Councils Parking Services team have commenced enforcement within the Markeaton Park car parks. Together with improved signage this enforcement is having a positive impact and the problems here have reduced. Parking within Darley Park Drive car park has also reduced as has the extent of on street parking on Darley Park Drive and other areas. While occasional vehicles continue to park inconsiderately on Broadway the situation here is also now improved and in the main vehicles park responsibly. At the start of term we had significant concerns about the lengths of vehicle queues on Kedleston Road and onto the A38 as well as the extent of parking taking place on Amber Road. These issues too have now reduced considerably and no longer pose a threat to road safety.

Before the start of this academic year we installed bollards in some areas of Broadway to prevent vehicles parking on the verge. These bollards were successful but the problem did occur elsewhere along the road. We are currently considering what action we may be able to take in the future to prohibit vehicles parking and damaging areas of verge. Unfortunately the situation on Broadway is not unique, many other areas suffer similar problems, and the matter is compounded by the fact that some residents also park on the verge. Residents of the row of cottages adjacent to Newton's Walk have particular concerns because they have no off street parking facilities. If we are able to develop any mechanism to prevent vehicles from parking on the verge then we must consider the impact this would have on these residents.

Reference was made at the last meeting about a liaison meeting between the Council and the University and members sought clarification about the purpose behind the meeting and who was invited. The meeting that was referred to is a meeting that essentially takes place between the Councils Corporate Director for Regeneration and Community and the Universities Vice Chancellor. The meeting is attended by the Cabinet Member for Planning and Transportation but it is not a public meeting and it is not directly relevant to the issue of student parking. Residents and members of the panel have indicated that they would welcome a meeting being arranged to discuss the student parking situation. Such a meeting may be appropriate if resources are made available as part of the 2007/8 work programme that the panel is currently being consulted about.

University response: In response to the issue about noise and the gate on the footpath the University confirms that the gates to the A38 bridge are locked at 10.30pm, as this is the closing time for their learning centre. Any students or staff who have walked or cycled will still use this egress from the site and as we encourage these forms of transport we would not want to disadvantage them by making them go the long way around off the site.

The Student Union bar does operate after this time but the people who use this facility who leave after 10.30pm have to use the main drive. We have had instances where people leaving have climbed the gate to the A38 bridge. We actively discourage this and we are looking at extra physical measures to prevent this dangerous practice. There is a meeting with the students Union who manage the bar, later in the month and this complaint will be raised. Note and put in Outstanding Issues table until April 2007.

December 2006 - A resident referred to the petition submitted in February 2005 complaining about parking on Oakover Drive, when the response stated that because there were no major accidents no action was needed. She reported that residents on Oakover Drive are now regularly blocked in by people who park and use Park Farm for shopping. On one occasion a workman's lorry had been positioned preventing her from getting off her drive and on phoning the police they attended at 8pm that night. She wanted to know what residents can do if they have visitors who want to park outside their house.

Councillor Webb stated that he is aware of the situation and while there is a car park and some shops and services have their own parking facilities, shoppers and students can only be prevented from parking on the roads by introducing schemes similar to the one on Carsington Crescent.

A resident asked for an update on the progress to resolve the issue of Broadway residents parking on the verge by Newtons walk.

A resident stated that a Broadway resident took their dog for a walk across the A38 footbridge at

10.45pm on Monday 4 December and went through the open gate. They were able to walk into the university and then crossed back over the footbridge and still the gate was open. He was concerned that the gate is not being closed as previously indicated that it would be.

January 2007

It was agreed that the University parking issues be one of the priorities identified by the area panel when they considered their highways and transportation priorities for 2007/8. We will report back in April 2007 on the decision from Cabinet as to whether this is part of the 2007/08 work programme.

The University is maintaining its liaison with the council on parking around the University. A meeting is being arranged to specifically develop strategies that compliment the parking regulations on and around the campus. The University has planning approval for a new car park on its Kedleston road campus and is currently planning the construction and operation of the 506046 car park

The response from the University outlined that there are a number of monitored CCTV units across the campus. The closing of the gate to the A38 footbridge at 10.30 is being carried out. Exception on the timing will be associated with other incidents that delay security locking the gate. Options to stop the practice of climbing the gate are being pursued. The University will endeavour to ensure security guards are aware of the sensitivity of the local residents to issues relating to the gate.

A letter has gone out to the properties bordering the A38 walkway advising the residents that the University would like to treat the fence at the bottom of their gardens to cover the graffiti.

In response to the question regarding invitations to ward councillors to attend the liaison meetings. The meeting that was referred to is a meeting that essentially takes place between the Council's Corporate Director for Regeneration and Community and the University's Vice Chancellor. The meeting is attended by the Cabinet Member for Planning and Transportation but it is not a public meeting and it is not directly relevant to the issue of student parking.

Resident reported that recently the gate had been left open all night on an evening when an event was held by the University.

The meeting was informed that this is one of the priorities put forward for the 2007/08 Highways and Transportation schemes programme.

Response on 04 April 2007

A report appeared elsewhere on the agenda which outlines the 2007/08 highways and transport work programme.

Councillor Webb stated that at a previous meeting, the panel had been informed that Councillors would be invited to take part in the regular meetings with the University but no councillors had been invited or the meetings had not taken place.

Councillor Wynn stated that in his opinion the University needed to build a multi-storey car park on their own site to solve the problem.

A resident stated that there had been many meetings and what was needed was action. She went on to state the Broadway Action Group had produced an Action Plan in October 2005 which identified that a key action needed was the management of parking and that a holistic plan was required.

Inspector Walker stated that there were regular police liaison meetings and residents could raise specific issues there.

Another resident stated that at a previous Area Panel 5 meeting it had been stated that the Cleaner Neighbourhoods and Environment Act could be used to prevent people parking on grass verges but this new Act did not seem to be being used.

Councillor Wynn sympathised with residents and spoke of the difficulty of proving that any particular car had caused damage to a grass verge rather than those that had parked there before. This meant that successful prosecutions were unlikely even when a car was observed parked on a grass verge. He confirmed that the responsibility for parking offences lies with the Council.

A questioner asked in public question time about parking on the grass verges on Broadway. Some

work had been undertaken to install bollards which residents welcomed and asked if further work would be undertaken to extend these, and if so when..

Councillor Wynn responded that the work had been undertaken on behalf of the University and the Council intended to do further work of this nature with the University.

Actions agreed:

The panel agreed to send a strong recommendation that liaison meetings be established between the Council, University, residents, Councillors and the Police to tackle the issues being raised.

Update:

We have been working with the Cabinet Member for Transportation and Planning to organise a meeting to involve the University, Ward Members and action groups. The date has been agreed for 19th July 2007 to be held at the University. Further information may be obtained from Steve Alcock, Parking Development Engineer, on 01332 715128 or email steve.alcock@derby.gov.uk

Note

10. Ref 506029 – Pedestrian crossing, Markeaton Park, Mackworth/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:

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.

January 2007

Richard Smail confirmed that investigations have now been carried out on Ashbourne Road. These reveal that the minimum threshold for the installation of a pedestrian crossing facility was met.

Requests for the installation of pedestrian crossings are assessed using criteria based on national guidance. The guidance is used to assess types of pedestrian crossing facilities and ensures budgets are used to target areas in greatest need. The adopted criterion uses a minimum threshold below which no further action is recommended. Above the threshold other factors such as the mobility and age of pedestrians, and the speed and composition of traffic are considered.

Full 12-hour traffic and pedestrian counts have been carried out along the length of Ashbourne Road from the junction with the A38 to the junction with Prince Charles Avenue.

The busiest hour was 14:00 on a Saturday. There were 40 pedestrians, with 1205 vehicles. At other times of the day small numbers of pedestrians crossed between the gaps in traffic, although they did have to wait for a short time to cross both traffic lanes.

From the observations on site the main desire line for pedestrians was between the Petrol Station and Haringay Gardens. A review of the road injury collisions over the last five years shows that there was no recorded pedestrian injuries on Ashbourne Road.

It is recommended that a pedestrian refuge be installed at this location to assist pedestrians to cross. The refuge is planned to be on the stretch of Ashbourne Road between the pedestrian access to Harringay Gardens and the petrol station. We can't confirm a definite location yet as it will depend on the location of services and will require detailed investigation and planning. We will liaise with Parks to ensure that the refuge is in a suitable place to coincide with the current access to the park

The issue is included as one of the items to consider in the report titled 'Consultation on Area Panel 5 2007/08 programme of highways and transport schemes' found in item 9 on the agenda.

The Mackworth Councillors welcomed the outcome that the need for a crossing was recognised but considered that a refuge was inadequate. This is the only road approaching the roundabout that does not have a controlled crossing and providing a refuge for pedestrians to stand on while traffic passes at 40mph is not suitable.

Councillors noted the update but the Mackworth Councillors asked that a controlled crossing is installed rather than a refuge.

Response on 04 April 2007

The comments raised by the panel have been considered. The speed of traffic was considered as a factor in assessing the most appropriate form of pedestrian facility. However it is not correct to suggest that pedestrian refuges are unsuitable on 40mph roads. Pedestrian refuges already exist on Ashbourne Road to help pedestrians cross the road in two halves. The refuges installed on Ashbourne Road near Prince Charles Avenue were installed many years ago as part of a wider road safety scheme. In the last five the Police have had no reports of pedestrians being injured and there is little evidence to suggest that traffic light controlled crossings would be any safer.

Previous observations showed that very few pedestrians crossed Ashbourne Road during the week but more pedestrians wished to cross at the weekend to go to Markeaton Park. Our survey which was undertaken on Saturday still showed relatively few pedestrians crossing. At the busiest time 40 pedestrians crossed within a 200m stretch when traffic flows were around 600 an hour in each direction. The road is straight and visibility is good and there is no history of pedestrians being injured in the last five years.

In the future major works are planned by the Highways Agency at Markeaton roundabout. The detailed design is not yet known but it may be possible to develop additional traffic light controlled crossing facilities as part of the major investment planned here.

Cabinet have approved the installation of the pedestrian refuge next financial year and works will begin shortly to design and plan the delivery of the crossing.

Councillor Gerard stated that a proposed underpass was shown on a 1948 map that he possessed. This indicated that the need for a safe crossing was recognised then and that the need was even greater now as the residents when the estate were built were all pensioners now and people couldn't cross the busy road because it was so dangerous. He stated that this was the reason that the survey had shown low numbers of people crossing.

Peter Price responded that the Council needed to prioritise Highways work based on criteria due to limited resources, even though the Council had more funding available than ever before. The Highways Agency work at Markeaton Roundabout would not be programmed for several years but when the work was undertaken it was likely that a crossing would be included. Therefore it was not appropriate for the Council to use their limited funding in advance of that work.

Actions agreed:

The panel noted the update and agreed to leave it open with a robust request to reconsider the request for a controlled crossing

Update:

The Panel's request for a controlled crossing is noted. However, a signal controlled crossing is not considered an appropriate use of public funds for the relatively low pedestrian flows here, and

would not be consistent with pedestrian provision nearby along the same length of road. Council Cabinet approved a pedestrian refuge at this location in February 2007. The pedestrian refuge will be installed during the current financial year 2007/08.

As stated previously, it may be possible to develop additional traffic light controlled crossing facilities as part of the major works that are planned by the Highways Agency at the Markeaton roundabout. However, the detailed design of work at this location is not yet known.

Propose to note.

**11. Ref 506010 – Cheviot Street Recreation Ground Brook, Mackworth – raised
01.02.06**

Responsible officer(s) for more information:

Ian Donnelly, Group Leader – Public Health, Environmental Services, telephone 715219

Issue:

A resident reported that the brook that runs alongside Cheviot Street recreation ground is very smelly and asked that action is taken.

Previous key points / action taken:

April 2006 - Smells in brooks are caused by pollution from either domestic or business premises. Bramble Brook has a large catchment area and flows through Mickleover and adjacent to the Kingsway retail park. There will be miss-connections meaning that foul water is directed into the surface water system instead of the foul water system.

There is an ongoing inspection programme to identify and rectify these miss-connections to reduce pollution and consequent smells. But there may be over a thousand properties and businesses involved. As quickly as some are rectified other miss-connections are created when, for instance, a washing machine is installed in an outhouse and discharges into the nearest convenient gully that happens to be one for surface water-and ultimately into the brook.

The Brook was visited on 23 March 2006 but the officer reported that he was not able to detect any noxious smells during his visit.

July 2006: Officers have visited the area on a number of occasions in April and May. On 19 April 2006 it was noticeable that the brook had a much increased flow following heavy rain and there was a noticeable 'sewage' smell.

Further investigations have revealed that there is a Consented Storm Water Overflow – CSO - in Mickleover which may be the source of periodic odour in the brook.

Basically a CSO means that at times of heavy rain many foul sewers can reach capacity and any excess flow is diverted and permitted to flow into watercourses - although the flow is screened to prevent solids entering the watercourse. This is an agreement between Severn Trent Water and the Environment Agency. The Environment Agency permit and monitor discharges into watercourses - the Council is not involved.

If there is a CSO agreement then these discharges are permitted. When these consented discharges happen there could be the potential for some smell as sewage is entering the brook. However the excess flow is extremely diluted and also intermittent.

Misconnected sewers/drains - where foul waste water from wash basins, baths, washing machines and on occasions toilets, enter a water course via a foul sewer/drain wrongly connected to the surface water system are a different matter as the discharge entering the watercourse is not a consented discharge and this happens constantly as opposed to intermittently. It is possible that there could be misconnections entering the brook but at other times Officers have visited the brook

it has been running clear and without odour, which would not indicate a constantly occurring pollution problem.

As the likely cause is a consented overflow which is permitted as part of agreement with the Environment Agency and Severn Trent Water the Council is unable to take any further action. Misconnected sewers/drains do not now appear to be a major issue with the brook and no misconnected sewers/drains have been identified to date. However as part of the ongoing work carried out to identify misconnected sewers throughout the city further surveys in the potential catchment area will be carried out.

Further information is being sought on long term solutions to issues caused by the brook at the recreation ground.

Response on 12 July 2006

Noted.

Actions agreed:

Provide a report on options.

Update:

As previously reported, there is a consented overflow which allows sewage to enter the brook from the sewerage system in Mickleover at times of heavy rain. Where officers have visited the location at other times the brook appears to be running clear and as previously stated misconnected sewers/drains allowing foul water to enter the brook do not appear to be a problem. Surveys of the Mickleover area have been carried out in relation to pollution issues in other water courses in the area, but no persistent pollution of the brook running through Cheviot Street park has been identified and no further action is required at the present time.

Propose to close

12. Ref 507003 — Anti social behaviour at Humbleton Drive Shopping Parade, Mackworth - raised 31.01.07

Responsible officer(s) for more information:

Pete Matthews, Housing Manager, Derby Homes Telephone 717831
Craig Keen, Anti-social behaviour Team Leader. Telephone 256840

Issue:

A resident reported problems with anti social behaviour in the shopping parade. Young people are congregating in the archway and at the rear of the shops. The resident has asked for clarification on the forthcoming planning application to build nine flats to insist that the developers provide gates on Leytonstone Drive at the entrance to the proposed flats. To assist with the erection of gates at the archway on Humbleton Drive, DCC uses money from the proceeds of the sale of the former scout hut land on Leytonstone Drive.

Previous key points / action taken:

January 2007

Cllr. Webb responded that he would suggest a section 106 agreement is the most appropriate course of action regarding the development of the nine flats.
The panel agreed to provide a written response to the resident and an update to the next area panel.

Response on 04 April 2007

Derby Homes report that no complaints have been received re the youth problems in this area.

Enthusiasm have been alerted to this area and are sending youth workers in when required to engage with them.

At the Council Cabinet meeting on 20/02/2007 the acquisition of the Kingdom Hall on Stepping Lane was authorised using the funding from the receipt of the land sale at Leytonstone Drive i.e. the land where the scout hut was. The purpose of this was to provide a Community Centre for the residents of the New Zealand / Morley area.

On 05/02/2007 a decision was made to grant permission with conditions for the planning application for 9 flats on land off of Leytonstone Drive, at the rear of the Humbleton Drive shopping parade. The number of flats (9) was below the threshold where section 106 payments are routinely required.

The issue of gating the archway has been investigated by the Community Safety Partnership's Anti-Social Behaviour Team in 2005 when the developer was prepared to fund a gate. In order to enable the archway to be gated, the agreement of all relevant property owners at the parade to the gate was required. Not all agreed at that time, and therefore gating did not happen.

Actions agreed:

The panel agreed to note the update and leave open to report progress.

Update:

Section 106 funding is not available to fund this project. However, the Anti Social Behaviour team with Derby Community Safety Partnership will provide the majority of the necessary funding for the installation of the security gates and these should be installed by the end of June. Derby Homes have had the area litter picked. **Propose to Note.**

13. Ref: 507008 – Council Tax Booklet, All Wards - received 04.04.2007

Responsible officer(s) for more information:

Councillor Williamson: ☎ 255106

Issue:

A resident quoted from the introduction provided by Councillor Williamson in the Council Tax leaflet for 2007 /2008 received by all residents with their Council Tax bills. The passage quoted read “By working effectively in neighbourhoods, we intend to narrow the wealth gap between different parts of the city. “

The resident asked if Councillor Williamson could be invited to the next Area Panel 5 meeting to explain what he meant by the statement.

Previous key points / action taken:

New Item

Response on 04 April 2007

Noted

Actions agreed:

The panel agreed to invite Councillor Williamson to address the next Area Panel 5 meeting

Update:

Cllr Williamson had hoped to attend to respond to the specific query. However he has a prior engagement to attend the Local Government Association Annual Conference and will unfortunately be unable to attend the meeting. Cllr Williamson is happy to provide a full response to the resident's query and has written a letter in

response. **Note and close.**

14. Ref: 507011 – Bus Lanes, All Wards received 04.04.2007

Responsible officer(s) for more information:

Tony Gascoigne, Traffic Control Engineer, Regeneration and Community, telephone 715019
Peter Price, Transport Policy Manager, Regeneration and Community, telephone 715034

Issue:

A resident stated that the introduction of the Bus Lane on Duffield Road was at the expense of considerable cost to the resident and his family. The Bus Lane meant that he would need to alter his drive at a cost of £8-10000 to avoid the risks of entering / leaving his drive and colliding with traffic on the road. The resident asked if the council would contribute towards meeting these costs. A second questioner asked if the panel would support the introduction of a bus lane on the A52 – Ashbourne Road from the outskirts of the city into the centre, adding that she thought the panel should support such a proposal as it was likely to improve traffic flow considerably.

Previous key points / action taken:

New Item

Response on 04 April 2007

Peter Price responded that there were proposals for the introduction of a Bus Lane on the A52 but only close to the city centre and not along its length.

Actions agreed:

The Panel agreed to refer the issues to the relevant officers for responses.

Update:

We have met with Mr Bucknell and his protest group to discuss the merits of the trial transport scheme. We have agreed to bring forward our review of the scheme by three months and are aiming to report our findings in early June before any final decision is made.

The Council's work programme has been set by Cabinet for this year. It does not include any plans to investigate bus lanes on Ashbourne Road but consideration could be given for this work in future years.

Propose to note

15. Ref: 507012 – Future of Area Panels, All Wards received 04.04.2007

Responsible officer(s) for more information:

Andy Thomas, Community Safety Partnership, Telephone 256910

Issue:

A resident stated that he had heard that Area Panels were being replaced by neighbourhood meetings and asked if the public would be consulted on this matter. A further question was asked about what would happen to the Area Panel budget if Area Panels ceased to function.

Previous key points / action taken:

New Item

Response on 04 April 2007

Councillor Webb provided a brief summary of changes that were being discussed. Councillor Jackson commented on the experiences so far at Boulton ward and added that neighbourhood working seemed to be going very well. Andy Thomas stated that neighbourhood working was being piloted in some areas of the city and councillors were being consulted about the next steps. Residents would be consulted about any changes. A report would be provided to the Council in due course and a report would be provided to the next round of Area Panels. Councillor Hickson stated that Area Panel budget would continue and that there was a commitment to devolve even more decisions on Council spending to local areas.

Actions agreed:

A report to be provided to the next Area Panel 5 meeting.

Update:

A report and presentation is provided as an agenda item at the meeting.

Propose to Note and Close.

16. Ref: 507014 – Conservation Areas, All wards - received 04.04.2007

Responsible officer(s) for more information:

Harry Hopkinson, Team Leader - Built Environment, Environmental Sustainability. Telephone 25 5061

Issue:

A resident asked if there were any standards that applied when street furniture is installed. the resident gave an example where standard were required as waste bins attached to lampposts had been installed in her local area that she considered to be “visual pollution”.

Previous key points / action taken:

New Item

Response on 04 April 2007

Question noted

Actions agreed:

Appropriate officer to respond directly to the resident.

Update:

The resident has been emailed with the following response. The resident is able to follow up with further communication with the responsible officer direct.

“I understand that you raised a query at the Area Panel 5 meeting on the 4th April this year, regarding street furniture in Conservation Areas. The Built Environment Team are often contacted by teams in the Highways and Transport Division about new street furniture in conservation areas, and these sometimes go to Conservation Area Advisory Committee for informal comment. The team has just recently been more formally made a consultee for traffic schemes to ensure that we are aware of any works in conservation areas. Reducing street clutter is now seen as good practice in conservation areas, and installing bins on existing columns is one way of doing this.”

Propose to Note and Close