

**AREA PANEL 3 COMMUNITY ISSUES – UPDATE REPORT  
BACKGROUND INFORMATION  
20 JUNE 2007**

**For further information contact:**

Sarah Dosunmu, Area Panel Manager, telephone 258501

E-mail: [sarah.dosunmu@derby.gov.uk](mailto:sarah.dosunmu@derby.gov.uk)

Or e-mail: [area.panels@derby.gov.uk](mailto:area.panels@derby.gov.uk)

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**1. Ref: 306020 – Petition – St Alban's Road, junction of Manor Road – received 20.09.06**

**Responsible officer(s) for more information:**

Neil Palfreyman, Traffic Management Engineer, Regeneration and Community, telephone 716090

**Issue:**

A petition submitted by 150 residents living along St Albans Road was submitted requesting the Council consider options to address the volume and speed of traffic on the road. The residents put forward a number of proposals to address the issues raised which include traffic calming measures, speed cameras and the option of making some roads one-way or no entry.

**Previous key points / action taken:**

**September 2006** - We are investigating the concerns raised in this petition and hope to be able to respond to the Area Panel 3 meeting on 17 January 2007.

**January 2007** - We are still investigating this issue and hope to be able to report back to the Area Panel meeting on 21 March 2007. This was highlighted at the last Area Panel 3 meeting as one of their priorities for possible inclusion in the 2007/8 Highways and Transport programme. Officers are currently working to finalise this programme, which will be considered by Cabinet in February 2007. The final programme will be presented to all area panels in the March round.

**Response on 21 March 2007**

A report in response to the petition was an item on the agenda. David Gartside outlined that this was an interim report and it is recommended that further work be undertaken with residents to develop a response to the issues and to explore further options. A local resident's meeting is planned for 28 March 2007. Residents will discuss issues along St Alban's Road, David Gartside will be attending. Furthermore, St Alban's Road has been prioritised as part of the 2007/08 Highways and Transportation scheme.

The lead petitioner welcomed the report and thanked Highways and Transportation for having achieved progress with the issue. He asked for clarification on vehicle/volume of traffic along Manor Road. He stated the report highlighted that there has been a marked increase in the volume of traffic on Manor Road since the previous survey. The junction between Manor Road and St Albans Road is the worst to negotiate. He referred to item 1.3 of the report refers to the number of accidents but this only relates to accidents reported to the police. He stated that if information were to be gathered from insurance companies the number of recorded road traffic accidents would be higher. The lead petitioner asked for details of the forthcoming local resident's meeting, as he was not aware of it.

**Actions:**

To provide information on the local resident's meeting to the lead petitioner and an update to the next meeting.

**Update:**

An officer from the Traffic Management section attended a resident meeting held at the Rykneld Centre on Bedford Street on 28 March. She detailed to residents the results of

the various traffic surveys that had been undertaken, as reported to Area Panel on 21 March.

At the meeting, several residents expressed a desire to be involved in the consultation process and so it was decided to form a working group consisting of Officers, Councillors, Residents and Local Workers.

The working group had its first meeting on 15 May. Possible questions to include in a questionnaire were discussed, as was a suggested area of consultation. It was agreed that the residents would assist with the distribution and collection of the questionnaires. It is intended that the consultation will take place prior to the next meeting of the Area Panel.  
**Propose to note.**

**2. Ref: 306030 – Highways – between the Spot and Bradshaw Way, Arboretum - received 15.11.06**

**Responsible officer(s) for more information:**

Nick Corbett, Public Realm, DerbyCityscape, telephone 204194

**Issue:**

A resident raised a number of issues relating to the condition of highways and pavements in the area.

1. London Road – the surface is dangerous and heavily soiled every day.
2. Osmaston Road – the road is heavily soiled
3. The Spot: Red brick surfacing was installed in 1992/3 for Promenade and was supposed to be permanent as were the trees in the area. All have been removed and the surfacing has been replaced with Yorkshire Stone which is extravagant and a waste of mineral resources – why?
4. At the Area Panel 3 in January 2005, residents were assured that the public would be fully informed of current local development issues in the area but have not been.

The resident has requested that there be an explanation of these persistent failures and has requested costings and an estimated time for a remedy.

**Previous key points / action taken:**

**January 2007**

The surface of London Road is due for reconstruction early in 2007. The road surface was due for renewal before the construction of the Westfield Shopping centre began. The council decided to carry out minor temporary works and then reconstruct following completion of the building project. This has avoided having a new road surface damaged and excavated as a result of the building works.

There have been occasions when there has been soiled debris on the London Road and Osmaston Road, however the building contractor has maintained a mechanical sweeper and washer vehicle to continually clean the roads in the area. This has been at the expense of the developer. Occasionally, usually during very poor weather conditions the sweeper vehicle has not been able to carry out effective cleaning. During these periods we have instructed the developer to carry out additional cleaning at nights. The developer has again covered all costs.

Architects working for Westfield have made the design and material choice. All of the new materials and the cost of laying the materials have been met by Westfield. The blocks that

have been removed have been taken to the council depot for re-use to maintain the other pedestrian areas. The blocks are no longer manufactured, so we rely on having a recycled supply.

The development of the Eagle Centre and the reconstruction of Bradshaw Way, Traffic Street and the junction improvements have been public knowledge for many years. The development of the centre has also been widely known and discussed for several years.

If the question relates to more specific issues, this probably needs to be addressed directly to the City Council Planning Team.

The resident who originally raised the query was not satisfied with the response and specifically requested a report back to the meeting and not a letter in response.

**Response on 21 March 2007**

Further information is required from the resident outlining the full nature of their query and their dissatisfaction with the previous response. In the absence of this information, the department is unable to provide further information.

The resident reported that she did not feel there was a satisfactory response to the question regarding the use of Yorkshire Stone rather than red brick.

**Actions agreed:**

To provide a response to the resident regarding the use of Yorkshire Stone as opposed to red brick as the resident believes that this is an expensive option that requires additional maintenance.

**Update:**

With regard to the specific query about why York stone is being used at The Spot, the approved Derby City Centre Public Realm Strategy specifies use of the material because it's the traditional paving material within Derby and is considered to compliment the city's streetscape. York stone also performs excellently in terms of whole life costs and with regard to environmental sustainability. For example, York stone paving slabs will last for over a century (and even then can be turned over and re-used) whereas concrete or brick paving will have to be replaced several times during this same period. The quarries where the stone comes from are located within a reasonable distance from Derby and do not require excessive transportation costs. When the quarries are exhausted planning conditions normally require restoration into features that enhance landscape, wildlife conservation, and recreational opportunities. **Propose to note and close.**

**3. Ref: 306012 – Land – Sackville Street / Kenilworth Avenue, Normanton - received 22.03.06**

**Responsible officer(s) for more information:**

Pop Gill, Neighbourhood Manager, Community Safety Partnership, telephone 258538

**Issue:**

There is a piece of land on the corner of Sackville Street/Village Street and Kenilworth Avenue that is currently creating an eyesore. A local resident asked the panel for clarification on who owns the land, and what it was going to be its intended use.

**Previous key points / action taken:**

**June 2006** - The land is currently owned by the Highways Agency, which is a government agency responsible for Trunk roads. It is a small area of land, which was originally owned by them when Kenilworth Avenue was a Trunk Road. They have recently agreed to sell the land although we are not aware of the identity of the prospective owner. Concerns about its condition have been passed to the agents acting for the agency. Environmental health have inspected the area and reported that there is evidence of fly tipping and vermin and recommended that the area be cleared. A resident reported that some work had been done to clear some of the nettles along the pathway, however, the whole area needs to be clear and it is started to spread over the pathways again.

The resident was informed that as there will be new owners which means it is optimistic that the new owners would address the problem. The identity of the new owners is unknown at present, which will delay action. The possibility of the NEAT team clearing the area will be looked into. However, this may not be possible as it is private land.

**November 2006** - The new landowners have been identified and are being contacted. The landowners will be asked to clear the land or the NEAT team will do so and charge the landowners for the work.

**January 2007** - The Neighbourhood Team has contacted the landowners and is still awaiting a response.

**Response on 21 March 2007**

A response has yet to be received from the landowner. The Neighbourhood Team are pursuing as part of their weekly tasking and co-ordination meetings.

**Actions agreed:**

To provide an update at the next meeting.

**Update:**

The land has previously been inspected by Environmental Health. Unfortunately, there are no grounds for enforcement action. The owners have been contacted, unsuccessfully, to determine future use of land. The Neighbourhood Team are working with Development Control and Land Searches to pursue this matter further. **Propose to note.**

**4. Ref: 305040 – Petition – Removal of road humps, Browning Street, Upperdale Road and Stanhope Street, Normanton - received 16.11.05**

**Responsible officer(s) for more information:**

Neil Palfreyman, Traffic Management Engineer, Regeneration and Community, telephone 716090

**Issue:**

A petition was received at the meeting requesting the removal on the traffic humps on Browning Street, Upperdale Road and Stanhope Street in Normanton. It stated that the road humps on the roads were very intrusive and damage cars and other vehicles. They are also having a negative impact on the elderly, infirm – particularly those with back problems, and the general public who travel in vehicles over them. It was noted in the petition that these types of humps had been removed from various roads in Sinfin and Boulton.

**Previous key points / action taken:**

**November 2005** - It was reported that people are now travelling the longer way round into town, so they can avoid these roads, due to the humps. Another resident asked the panel why the humps were installed on Upperdale Road, as the housing is set back from the road, yet on other roads, where homes are close to the road, no traffic measures have been installed. He confirmed that he uses alternative routes, to avoid the humps.

**March 2006** – Report not complete. Will be available at the meeting in June 2006.

**June 2006** - A copy of the report as presented under item 5 of the agenda. The Panel agreed that they were not satisfied with the response and agreed that the matter should be referred back to officers and the Cabinet. A further report to be presented to the next meeting and a report back to Councillor Dhindsa prior to the next meeting.

**September 2006** - We have been asked to seek further information and report our findings to Cabinet. We plan to report to Cabinet in early October following which we will update the Panel at the next meeting in November.

**November 2006** - With the introduction of the new petitions procedure, responses are no longer referred back to Cabinet; they are referred to the Cabinet member with lead responsibility to make the final decision. As a result, the report is to be discussed at the Cabinet Member for Highways and Transportation - Executive Member briefing meeting to be held in November for decision. Following which an update will be provided to area panel in January 2007. The scheme has been included in the list of priorities for the 2007/08 Highways and Transportation schemes.

**January 2007**

A report went to the Individual Cabinet Member meeting on 13 December. It was recommended that:

1. The request for the removal of traffic calming is refused.
2. The speed cushions on Upperdale Road and Stanhope Street are reshaped to lessen their impact on vehicles while retaining the road safety benefits that they bring.

No funding is available in the current financial year to undertake this reshaping. This was highlighted at the last Area Panel 3 meeting as one of their priorities for possible inclusion in the 2007/8 Highways and Transport programme. Officers are currently working to finalise this programme, which will be considered by Cabinet in February 2007. The final programme will be presented to all area panels in the March round.

The lead petitioner, Cllr Dhindsa responded that the petition had requested alternative traffic calming measures. The report suggests an adaptation of the existing traffic calming measure. The lead petitioner requested that the matter be referred back to the Cabinet Member, as the response does not address the original actions requested by the lead petitioner and residents. This is a priority issue for local residents.

**Response on 21 March 2007**

In line with the new petitions procedure, Area Panels can refer a matter to the Cabinet member for a decision. Once it has been referred, the decision made by the Cabinet Member is final. This matter has been referred to the Cabinet Member and as reported at the last Area Panel meeting, the Cabinet Member decision was as follows:

1. The request for the removal of traffic calming is refused.
2. The speed cushions on Upperdale Road and Stanhope Street are reshaped to lessen their impact on vehicles while retaining the road safety benefits that they bring.

Area Panels put the scheme forward as a priority for the 2007/08 Highways and Transportation programme. The report approved by the Cabinet Member recommended that an alternative traffic-calming scheme be introduced for Upperdale Road only. This work forms part of the 2007/08 programme of Highways and Transportation schemes.

**Actions:**

Agreed to note and close.

**Update:**

**ITEM CLOSED**

**5. Ref: 305006 – Cameron Road Homezone improvements and wheelie bins, Normanton – received 17.01.07**

**Responsible officer(s) for more information:**

Neil Palfreyman, Traffic Management Engineer, Regeneration and Community, telephone 716090

**Issue:**

A resident reported that Morrisons had sent a letter to all residents on Cameron Road giving advance notice about works relating to painting of lines. Residents were asked to move their cars, however, on the day in question Morrisons did not actually carry out the work. When queried, Morrisons replied that they had not undertaken the work as cars had been parked on the road however; the resident stated that this was not the case. He stated that he was appalled by the level and quality of the workmanship of Morrisons. The resident also raised the issue about being invited to complete a survey. Finally the resident requested further information on Atkins Consultants who are carrying out the survey work and he wanted to know why the City Council could not undertake the work rather than the Consultants.

**Previous key points / action taken:**

**June 2005** - reported that improvements to street lighting had increased the illumination of Cameron Road enormously. Considered that the trees and tree protectors were highly visible and did not require further illumination. Changes in the road layout had been designed to ensure Home Zone was self-enforcing and vehicles were driven at appropriate speeds.

It was accepted that road users would need to alter their behaviour when using streets within the Home Zone and it was reported that it was noticeable that all those using the Home Zone were accepting the change.

Lack of parking on Cameron Road had been queried and the layout of the parking within the Home Zone had been altered as part of the design of the street layout. Although the number of parking spaces had decreased, the final design provided spaces that exceeded the measured demand. It was reported that officers had agreed to monitor the situation on a regular basis and would take action where it might be considered necessary in order to



maintain or improve safety.

**September 2005** - Consultation has been carried out with local residents about the reflective strips to the existing tree guards. Reflective strips used on other street furniture in the area were subject to vandalism and removed. In view of this we are looking for alternative reflective strips to lessen the risk of vandalism.

**November 2005** - investigated various types of reflector and reflective paint, and has decided to trial high-tack reflective tape and is expecting samples within the next couple of weeks. Subject to the trial being successful, we then hope to have the reflective strips in place by Christmas.

**January 2006** - We have installed reflective strips and are monitoring their effectiveness to all of the tree guards. Work began on 28 November to complete the Home Zone works in and around Cameron Road and all works should be complete by the end of March 2006.

**March 2006** - Residents of the Abbey ward in area panel 3 were issued with parking ticket-style stickers on their wheeled bins from Tuesday 21 February to remind them not to leave them on the pavement. Derby City Council is hoping the stickers will get the message across that they obstruct pavements, particularly for disabled people and parents with pushchairs, and can be used by criminals. Currently, there is no planned programme to rollout the scheme across the whole of Area Panel 3 or the City. The decision is dependent on whether the scheme is successful in the Abbey ward. If the programme is rolled out there is likely to be a focus on Normanton covering the Lowerdale Road, Burton Road and Normanton Road area. However, this is not proposed for some months.

A local resident handed in some photographs showing the problems with parking on Cameron Road, stating that there were only 14 spaces, and yet 25 houses. He also raised concern that fire engines could not access the street in an emergency. Councillor Dhindsa agreed that this does need to be looked at, and suggestions made on how this can be improved.

**June 2006** - As you are probably aware the Home Zone designs were finalised following extensive consultation and liaison with local residents. The proposals for both, a shared pedestrian/vehicle surface and angled parking were raised at an early stage of the design process and acknowledged as acceptable by the majority of the local community. The parking provision created is for a similar amount of spaces as were available before the Home Zone scheme. Parking surveys completed before the commencement of construction works, confirmed that the amount of spaces created, would exceed the maximum number of vehicles recorded in these counts.

The Council continue to monitor the amount, type and location of parking throughout the Home Zone and although some business parking has been noticed, all vehicles appear to display valid road tax and are therefore entitled to park on street. The City Council are also aware of vehicles being parked outside of the marked bays and are currently investigating methods of controlling parking within these areas.

Due to the layout of the Derby Lane – Cameron Road junction, the priority system can at times be difficult to distinguish. However, due to the presence of vertical deflections, vehicle speeds in this location are already at a minimum. It is my intention to have a Give Way Triangle marking laid on Derby Lane to identify the priority to drivers of vehicles on both roads.

**January 2007**

Cllr Nath responded that the survey is now being widened out to all residents on Cameron Road rather than a sample of residents. He confirmed that the outcomes of the survey would be reported back to a future meeting of the Area Panel. He stated that he would be happy to meet with the resident personally to record the resident's concerns with the Homezone.

**Response on 21 March 2007**

W.S. Atkins were invited, following the receipt of competitive quotes, to undertake the after study of the Home Zone because it was considered most appropriate to use an independent organisation. Their final report is scheduled to be delivered by the end of March and the outcomes will be reported to a future meeting of the Area Panel. A report is expected outlining responses to the survey at the 20 June 2007 Area Panel meeting.

**Actions agreed:**

To report back on Cameron Road Homezone study to the next meeting.

**Update:**

We are awaiting the final report from the consultants who have undertaken the homezone after study. We will report back to the Normanton Neighbourhood Forum as soon as the information is available. **Propose to note.**

**6. Ref: 306051 – Balaclava Road parking, Normanton – received 17.01.07**

**Responsible officer(s) for more information:**

Neil Palfreyman, Traffic Management Engineer, Regeneration and Community, telephone 716090

**Issue:**

A resident requested that double yellow lines be installed at the traffic lights on Balaclava Road as there are problems with congestion and inconsiderate parking.

**Previous key points / action taken:**

**January 2007**

Cllr Williamson confirmed that a response would come back to the meeting.

**Response on 21 March 2007**

Balaclava Road has double yellow lines on both sides for its entire length. This 'No waiting at any time' restriction already covers the traffic lights at its junction with the Ring Road.

The presence of some local shops in this vicinity can lead to indiscriminate parking close to the lights. We are aware of this and the Parking Attendants carry out regular enforcement patrols in this area. Since August 2006, 49 separate visits have been made to this location with 53 vehicles observed to be parked in contravention of the restrictions. 46 of these vehicles were moved on and 7 received Penalty Charge Notices.

These enforcement patrols will continue in order to ensure that the existing parking restrictions are observed.

**Actions agreed:**

To note and close the item.

**Update:**  
**ITEM CLOSED**

**7. Ref: 306051 – Fear of Crime for Older People, all wards – received 17.01.07**

**Responsible officer(s) for more information:**

Pop Gill, Neighbourhood Manager, Stronger and Safer Communities unit, telephone 258538

**Issue:**

What has been done to address the national target of deprived areas dealing with the fear of crime and burglary in Normanton. What services are available for older people: security measures, warden patrols, advocacy and police measures.

**Previous key points / action taken:**

**January 2007**

Cllr Williamson confirmed that a response would come back to the meeting.

**Response on 21 March 2007**

A letter has gone out to the resident providing advice on services available to older people. The resident has also been made aware of the Neighbourhood Forums in the area.

**Actions agreed:**

Provide an update from the Neighbourhood Team to the next meeting.

**Update:**

Derby Community Safety Partnership aims to make sure that people living, visiting and working in Derby feel safe and confident in their daily lives, enjoying in full the quality of life that the city offers.

We work with a wide range of organisations to build stronger and safer communities. Our statutory partners are: Derby City Council Derbyshire Constabulary Derbyshire Fire and Rescue Service Derby City Primary Care Trust Derbyshire Probation Service Derbyshire Police Authority

**Our priorities for 2005 to 2008 are**

- Building Stronger and Safer Communities
- Reducing Incidents of Anti-Social Behaviour by 20%
- Reducing Harm Caused by Drug and Alcohol Misuse
- Preventing and Reducing Youth Crime
- Reduce Crime by 20%

**We have:**

- launched multi-agency neighbourhood teams with key partners
- contributed to a reduction in overall crime
- a top-performing youth offending service
- developed a planned approach to tackling the impact of alcohol with key partners
- We have worked with key partners to draw up a strategy for community cohesion

- become one of the first Respect Action Areas in the country
- developed a successful partnership approach to parenting with key partners
- Focusing on and developing our communication and engagement with Derby people

Specific Services available from the CSP and Partners include:

The Crime Prevention Team - offer advice on security measures, and in some instances, install security devices free of charge. Services include:

- Anti-Intruder paint
- Burglar Alarm
- Smart Water Property Marking
- Locks

**Propose to note and close.**

**8. Ref: 306059 – Domestic Recycling, Abbey – received 21.03.07**

**Responsible officer(s) for more information:**

Mark Harrington, Streetcare and Waste Management, Regeneration and Community  
716352

**Issue:**

A member of the public asked that the Council apply more pressure to ensure that **ALL** areas of the city have a domestic recycling bin.

**Previous key points / action taken:**

None

**Response on 21 March 2007**

Cllr. Williamson responded that the Council is committed to introducing provision for all residents to enable doorstep recycling and he understood it to be within the next 12 – 18 months. He stated that a response would be provided to the resident and to the next meeting.

**Actions agreed:**

To respond directly to the resident and to the next meeting.

**Update:**

The area covering where the resident lives forms part of collection route M with a Friday collection day. Round M will commence recycling week commencing 09 July 2007 and will get the brown and blue bins three weeks prior to that. exhibitions/road shows will be held in the area to discuss recycling w/c 14 May 2007. Venues are yet to be confirmed, but all residents will be informed via a letter hand delivered through the resident's post boxes. A letter was sent out to the resident on 22 March 2007. **Propose to note and close.**

**9. Ref: 306060 –Bringing semi–derelict properties back into use, All wards – received 21.03.07**

**Responsible officer(s) for more information:**

Jeremy Mason, Empty Property Officer, Resources and Housing, telephone 256172

**Issue:**

A resident asked the following question in relation to the state of some of the properties in our area. The resident asked to be advised on what is to happen in order to improve the 'visual amenity' of the neighbourhoods. In particular, Leopold Street, Dashwood Street and Mount Carmel Street. The resident referred to section 215 of the 1990 Town and Country Planning Act which gives powers to local authorities to address the problems of derelict and empty properties and why is the Council not making more use of these powers.

**Previous key points / action taken:**

None

**Response on 21 March 2007**

Cllr Williamson responded that section 215 had been used previously and quoted the example of a property in the Stockbrook area.

**Actions agreed:**

The Area Panel agreed that a report should come back to the next Area Panel meeting and Neighbourhood Forums in the area with the following information:

- Progress/status report on properties in the area, in particular, properties on Leopold, Dashwood and Mount Carmel Street.
- Location of empty properties in Abbey, Arboretum and Normanton wards
- Whether the properties are privately owned or by a public or statutory agency
- What is to be done with the properties
- Success or achievements to date in the area

**Update:**

A presentation and report on the issue is an item on the agenda. **Propose to note and close.**

**10. Ref: 306061 – Paperback collection service, Arboretum – received 21.03.07**

**Responsible officer(s) for more information:**

Mark Harrington, Streetcare and Waste Management, Regeneration and Community, telephone 716352

**Issue:**

A resident asked why the paperback collection service has been stopped for Mount Carmel Street.

**Previous key points / action taken:**

None

**Response on 21 March 2007**

Cllr Williamson responded that the matter will be investigated and requested a speedy response to the resident.

**Actions agreed:**

To investigate and provide a response directly to the resident and the next meeting.

**Update:**

The department has been contacted regarding the lack of service for two weeks. The supervisor stated that there have been no reported problems with the service and residents can contact the Waste Management and Streetcare department if collection of their waste has been missed. There is an issue with Mount Carmel Street as a small vehicle can only be used due to the size of the road in addition; residents from Burton Road are required to leave their paper collection on Mount Carmel Street. As a result the volume of paper generated exceeds the capacity of the refuse collection vehicle. The resident should contact Derby Direct (Streetcare) on 01332 255260. **Propose to note and close.**

**11. Ref: 306062 – Air pollution/severance, all wards – received 21.03.07**

**Responsible officer(s) for more information:**

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

**Issue:**

A resident asked a question relating to Connecting Derby. The resident asked does the Council plan to inform local residents about the changes that will happen when the new road drives a wedge through the local community, for example in the Abbey and Arboretum wards.

**Previous key points / action taken:**

None

**Response on 21 March 2007**

David Gartside responded that a considerable amount of work had previously been done with local residents. The planning application for Connecting Derby considered air quality and that this information had also been widely discussed and available. He suggested that he would ask colleagues to write to the resident explaining what further consultation/publicity would accompany the scheme being delivered.

**Actions agreed:**

To investigate and provide a response directly to the resident and the next meeting.

**Update:**

A response has been sent to the resident informing them that all local residents affected by the works will be kept fully informed of the situation and progress on the works and its likely effects. This will be done by various means for example letter drops, public meetings/exhibitions and newsletters. **Propose to note and close.**

**12. Ref: 306063 –Cycling improvements, all wards – received 21.03.07**

**Responsible officer(s) for more information:**

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

**Issue:**

A resident stated that City Council claims at the forthcoming public inquiry (17.4.07) that massive new construction/demolition in Abbey ward will provide improvements for cycling. Please explain in detail with evidence at this Area Panel 3 meeting.

**Previous key points / action taken:**

None

**Response on 21 March 2007**

Cllr Williamson responded the Panel did not have detailed knowledge of the issue to provide a response and stated that a response will be provided to the resident in writing and at the next meeting.

The resident responded that as the question forms part of the public inquiry that she has a response to the question posted in the press before Saturday.

Cllr Williamson responded that the Council will endeavour to do so but the Council does not control print media publications.

**Actions agreed:**

To investigate and provide a response directly to the resident and the next meeting.

**Update:**

The Council has never been specific that the construction of Connecting Derby would bring benefits to cyclists in Abbey Ward.

What has been said is that the Connecting Derby scheme will benefit public transport, pedestrians and cyclists.

Having said that, there will be direct benefits in Abbey Ward with the new bus lane in Uttoxeter New Road which cyclists will be able to use. There will also be separate, off carriageway, cycle lanes along the line of the new road from Uttoxeter New Road to Burton Road at its junction with Green Lane. Access will be maintained for cyclists from side roads intersected by the new carriageway to the new cycle lanes and all crossing points of the new carriageway will be signalised. The roads intersected will carry less traffic and will therefore be safer for cyclists to travel on.

To raise a question at the public inquiry, the procedure is to contact the Programme Manager, Chris Banks at Persona, West Point, Springfield Road, Horsham, West Sussex, RH12 2PD, Tel: 01403 217799 or email: [chrisbanks:personaassociates.co.uk](mailto:chrisbanks:personaassociates.co.uk).

**Propose to note and close.**

### 13. Traffic issues – Normanton and Arboretum

#### **Responsible officer(s) for more information:**

David Gartside, Head of Traffic– Highways, Transportation and Waste, telephone 715025.  
Pete Price, Transport Policy Manager, Development and Cultural Services, telephone 715034.

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

Pop Gill, Neighbourhood Coordination Manager, Policy Directorate, telephone 258538.

#### **Issues:**

##### **304034 - Traffic issues – Normanton and Pear Tree, Normanton and Arboretum**

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.

##### **304054 - Renals Street and Avondale Road, Arboretum – request for a one-way system**

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. The main problems included inconvenience caused when having to give way to opposing traffic, congestion and inconsiderate parking, particularly during the morning peak, associated with parents taking children to St Joseph's School, and difficulty in finding parking spaces due to commuter parking during the day

##### **305016 - Wilfred Street, Sale Street and Molineux Street, Arboretum - request for a one-way system**

The Panel received a petition signed by 162 requesting a one-way traffic system on Wilfred Street, Sale Street and Molineux Street to deal with parking problems and speeding traffic. The petition had been referred to the Director of Development and Cultural Services to provide a full response to the next meeting.

##### **305007 - St Giles Road, Normanton – request for a one-way system**

The panel received a petition requesting a one-way traffic system on St Giles Road because of traffic congestion, and parking problems. The petition was referred to the Director of Development and Cultural Services to provide a detailed response.

##### **305034 - Parking – Upperdale Road, Normanton**

A resident raised concerns over the parking on Upperdale Road, outside the shops, on double yellow lines, asking if it was in fact illegal to park on them, as people are doing so, due to the lack of parking spaces in the area, and the police are not actually addressing it.

##### **305039 - Harrington Street, Normanton - request for a one-way system**

A member of the public asked whether Harrington Street could be made one way to accommodate traffic for weddings and other big events, even though the residents want resident parking only. He thought the general public had a right to use streets as well as residents. He thought the residents should be encouraged to petition for a one-way street in the central part of Harrington Street.

#### **Previous key points / action taken:**

**June 2005** - Recognised that there was no one solution to the problems of congestion on



Normanton Road. The Council recognised that there is a need to look at the issue of congestion later in the year.

Consideration will be given to the pros and cons of installing one ways, the reasons for introduction and possible recommendations to solve any identified areas of concern. Surveys are currently being organised for all the roads.

**September 2005** - A neighbourhood-planning event took place 18 July. Traffic problems were discussed in an open debate, facilitated by Neil Palfreyman. Key actions in and around Normanton Road identified included:

- improved bus services
- lowering speed limits
- cycle lanes
- enforcement of parking restrictions/waiting restrictions
- repair and widening of street pavements
- increasing police and CCTV presence
- increase available parking sites and spaces
- reduce availability of free parking
- develop resident only parking
- improve car park signing
- apply the road traffic reduction act 1997
- implement one-way access.

The Area and Neighbourhood Unit will work with the Normanton Partnership network and services to investigate and develop actions as part of the Normanton neighbourhood planning process.

The Police report that there are two traffic wardens who have been used on Rosehill Street to deal with the congestion issues. They have a good understanding of the local issues, particularly with the use of the temple, and have been very helpful dealing with traffic and making sure that there is access to and from the temple. Beat officers have also been used to deal with this issue. The Council is preparing to take on the role of parking enforcement in 2006. The request to consider Loudon Street as a two way street will be considered in the wider strategic review of traffic proposed within Normanton.

Officers had met with residents who had signed the petition. It was found that traffic volumes are very low through this area with about 50 vehicles driven along Avondale Road during the busiest hour. There has been only one reported injury accident in the area during the preceding three years. Parts of Renals Street form part of the strategic cycle network and there is little scope to permit contra-flow cycling if one-way restrictions are introduced. Although it is not possible to recommend the introduction of one-way restrictions, including these issues as part of the Normanton Neighbourhood Planning process can employ a more strategic approach.

It was recommended that Avondale Road and Renals Street be added to the list of locations where the introduction of residents' only parking could address one of the parking issues that residents have raised.

Officers had spoken with some of the residents who signed the petition and listened to their main concerns. The introduction of a one-way restriction would not reduce vehicle speed nor would it create additional parking spaces as parking is currently permitted on both sides of each of the streets. Further Sale Street forms part of the strategic cycle network and, due to the parking that occurs; there would be little opportunity to permit contra-flow cycling. Examination of Derbyshire Constabulary's accident statistics shows that there had been only one reported injury accident in the area during the preceding

three years. Further, the traffic levels in the area are low, with approximately 100 vehicles driven along any of the streets during the busiest hour. It can be seen that one-way restrictions in this area would provide none of the benefits that are referred to. Five residents have already expressed their opposition to one-way restrictions. Although it is not possible to recommend the introduction of one-way restrictions, it is considered that a more strategic approach to residents concerns can be employed by making sure that these issues continue to be considered as part of the Normanton Neighbourhood Planning process being facilitated by the Area and Neighbourhood Unit.

Traffic surveys undertaken revealed that traffic levels in the area are low with less than 70 vehicles travelling along the street during the busiest hour. St Giles Road is within a 20 mph zone, with traffic calming measures, and the 85<sup>th</sup> % speed is only 19 mph. There are no highway safety issues to address in St Giles Road, and therefore the introduction of a one-way system would not benefit this area. Although not possible to recommend the introduction of one-way restrictions, it is considered that a more strategic approach to residents concerns can be considered as part of the Normanton Neighbourhood Planning process being facilitated by the Area and Neighbourhood Unit.

**November 2005** - A meeting was held on 18 October attended by representatives from Traffic Management, Traffic Enforcement and the Area and Neighbourhood Unit. In order to consider and resolve the issues, it is recommended that a major transport-planning event be held in the Normanton neighbourhood in April 2006. Residents, Ward Councillors, Traffic Management, Traffic Enforcement, Police and local businesses will attend the planning event. The event will focus on a key question of 'What do we want the Normanton Road area to be.' Each of the issues and actions proposed in relation to congestion, parking and one-way street access would be considered in this context.

Traffic Management have approached a consultant to undertake a planning for real exercise. The cost will be in the region of £16,000; currently there are no Traffic Management funds to deliver this approach. In addition to the existing work programmes, it is possible to build the new work into work programmes for next year with a start as early as April. This would facilitate a wide event, engaging residents, partners and businesses to look at the fundamental question of what local people want Normanton to be. It would be possible to undertake a smaller event to prioritise the issues, by bringing members and partners together with the Normanton Partnership.

Area Panel 3 is requested to consider and comment on this approach. If it is acceptable the Neighbourhood Co-ordinator for Normanton will work with relevant partners and Council departments to develop and deliver the planning event in April 2006.

Avondale Road, Renals Street, Salisbury Street and Belgrave Street have been added to the list of sites for future residents' only parking consideration. This list is considered by Cabinet each financial year and a maximum of two locations are identified for investigation. Investigations are on-going into the future use of Grove Street car park and these streets could be included in any scheme that is developed as a result of the investigation.

**January 2006** - A resident asked that a strategic view be taken to tackle the constant issues raised at public meetings regarding parking and traffic problems on Normanton Road, and suggested an event be held to find a suitable solution.

**June 2006** - Highways and Transportation have contracted consultants in partnership with the Neighbourhood Co-ordination team to undertake a study of traffic and parking in the

Normanton area. A briefing with Councillors took place on the 7 June 2006 and consultations with local residents are planned during June/July 2006. Issues raised at previous area panels meetings will be passed to the Consultants. When details of the consultation are confirmed, residents who have previously raised issues relating to traffic and parking previously will be informed of the consultation sessions and invited to attend. A presentation of the results of the consultation and outcomes of the study will be presented to the September area panel meeting.

**September 2006** - Consultants will provide an update on the Normanton Road study in response to the issues outlined above as an item on the agenda. Residents are encouraged to contribute to the consultation currently underway. The consultants will provide feedback on responses received to date and recommendations for Normanton Road.

**Response on 20 September 2006**

A presentation was received from Mark Murphy of Ian Finlay Architects on the Normanton Road Traffic and Transportation survey

**Actions agreed:**

To note and report back June 2007.

**Update:**

An update will be provided at the Meeting in September. **Propose to note.**