AREA PANEL FIVE
12 JULY 2006

DERBY CITY COUNCIL

Report of the Director of Regeneration & Community

Petition requesting measures to remove through traffic on Markeaton Street

SUPPORTING INFORMATION

1.1 Residents of Markeaton Street have expressed concern at the volume of traffic that uses their street; they believe that the street is used as a 'rat run' by drivers to avoid traffic congestion on Ashbourne Road and Kedleston Road. A petition was submitted to Area Panel on 12 October 2005, it contained 43 signatures. The residents suggested that the street be made one-way from the junction with Brick Street towards Mackworth Road.

1.2 Turning counts have shown that there are a number of vehicles using Markeaton Street as a through route particularly in the morning peak (183 vehicles recorded in the morning peak turning left into Markeaton Street from its junction with Mackworth Road). Making Markeaton Street one-way would of course remove the through traffic; but there are also disadvantages that residents need to be aware of, these include:

- residents would have to travel towards Mackworth Road when leaving the area

- the volume of through traffic in the other direction could increase

- the restriction would operate 24 hours a day to resolve a short-term problem.

1.3 Markeaton Street forms a part of the cycle network for Derby. If Markeaton Street were made one-way, the geometry of the street does not permit the construction of alternative provision for cyclists in order to maintain two-way flow. The City Council is of course, committed to encouraging use of sustainable modes of transport and so would not want to remove an important link in its well established cycle network; equally, it would not want to introduce a scheme that would put cyclists, as vulnerable road users, in a potentially dangerous situation. For these reasons, it is felt that the introduction of a one-way restriction is not a feasible option.

1.4 An alternative option is the introduction of a 'No Entry' restriction, except for cycles at the junction with Merchant Street and Mackworth Road. This would still mean that all vehicles, except cycles would be prevented from entering Markeaton Street at this junction, but two-way traffic would be maintained on the rest of the street. This option means that through traffic is removed from the street, but residents are not unduly inconvenienced and would be able to leave the street by either end and the cycle network can be safely maintained because the potential conflict with vehicles travelling in the opposite direction is removed because the street is two-way.

1.5   On 28 April, approximately 130 letters were delivered to all residents of Markeaton Street, plus 2 businesses located on Ashbourne Road whose car parks are accessed via the street. The letter, a copy of which is included in this report outlined the above option and included a plan showing how it would work and a reply slip for people to tell us what they thought. We also held a one-hour drop in session at the Bowls Club on Markeaton Street for people to talk to officers. 51 responses have been returned; this represents 38% of the letters delivered. Of those 51, 38 people supported the introduction of the No Entry restriction as described in the letter, 9 were against it and 4 were either unsure or did not tick either box. It should be pointed out that of the 9 people who were against the scheme, 7 of them live in the section of Markeaton Street north east of the junction with Merchant Street and so do not experience the problems with through traffic as in the other section of Markeaton Street.

1.6   As part of the consultation, residents were asked to make any additional comments. Fourteen people requested the introduction of a residents parking scheme. Based on the information gathered from a parking survey carried out on 1 December 2005, there is currently little justification to introduce residents parking as the survey recorded only very low levels of long-term parking during the working day (just 4 vehicles parking longer than 4 hours).

1.7   Nine people raised the issue of poor visibility at the junction of Brick Street and the option of closing Markeaton Street at this junction was suggested. When exiting Markeaton Street at Brick Street the visibility to the right is poor; this is due to the geometry of the junction being somewhat staggered, adjacent buildings and parked vehicles add to the difficulty. This issue could be resolved by the closure of Markeaton Street at its junction with Brick Street, it would also remove the through traffic problem. It would be necessary to construct a turning area on Markeaton Street; there is an area adjacent to No. 10 that could possibly be used. Preliminary measurements taken of the area suggest that it is large enough to construct a turning space that would be slightly below standards. It would be necessary to carry out further detailed design of this option to ensure it can be accommodated and to determine the actual cost of implementation. It would also be necessary to re-consult residents. It should be noted that during the 'drop in session' with residents this was mentioned a number of times.

RECOMMENDATION

2.1   There are two possible options:

- To proceed with the introduction of the No Entry restriction as detailed in the consultation letter to residents.

- Or to re-consult residents on the alternative option of closing Markeaton Street at its junction with Brick Street and provide a turning head, subject to further detail design. This would have the added advantage of not only preventing through traffic movements but also resolving the visibility problems when exiting this junction. Provision would be made to retain pedestrian and cycle access at this junction.

Area Panel 5 to determine which option to pursue.