

**AREA PANEL 1 COMMUNITY ISSUES – UPDATE REPORT  
BACKGROUND INFORMATION  
11 JANUARY 2006**

**For further information contact:**

Richard Smail, Area Panel Manager, telephone 258505

E-mail: [richard.smail@derby.gov.uk](mailto:richard.smail@derby.gov.uk)

Vickie Butler, Area Panel Support Officer, telephone 258529

E-mail: [vickie.butler@derby.gov.uk](mailto:vickie.butler@derby.gov.uk)

Or email: [area.panels@derby.gov.uk](mailto:area.panels@derby.gov.uk)

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**1. Ref: 105003 – Cowsley Road Visions Consultation event – Derwent - raised 12.01.05**

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

Krissi Spinoza, Derwent Community Team, telephone 256373

**Issue:**

A resident asked for a progress report about the Cowsley Road consultation project, especially because it has received funding from the Area Panel.

**Previous key points / action taken:**

**March 2005** it was reported that the original date for the feasibility study was moved from the end of December 2004 to 31 March 2005, because there had not been a large response to the consultation. Consultation is now taking place in February and March 2005 on the use and design of the Cowsley Road site. Funding experts will also be looking at the feasibility of funding people's preferred options to make sure that any decision reached is possible and sustainable in the long term. A group of residents has been recruited and they are meeting on a regular basis to progress the project with support from the consultants. Awareness raising, consultation exercises, knocking on doors and carrying out a survey will take place until end of February. The steering group will discuss the results of the consultation and establish the use of the site on 28 February. Taking into account the findings of the funding research. In March the group will design the site. A design, cost appraisal and business plan will be completed by 31 March. Progress will be brought back to the steering group and area panel and designs will also be published in the newsletter.

**June 2005** it was reported that Derwent Community Team held drop in sessions to talk with residents and agencies about ideas for the Cowsley Road site on Wednesday 16 May in the evening and on Friday 18 May. Holloway Foo had taken suggestions from residents about the things they'd like to see on the site and had shown residents how the site might look in the future. Three ideas for the site were displayed. Most people liked the idea of some well designed housing along Cornwall Road, a community room and community garden on the space. Residents and agencies again emphasised that it was important that whatever was put on the site fitted in with the surroundings and was well managed.

Holloway Foo and Derwent Community Team have been discussing the site with Derby Parks and the planners to ensure the feasibility of these ideas. They will then be taking the group on a residential event to discuss the management and design of the community garden and centre. A list of possible funders has now been assembled and applications will be made once costings have been established. The group has also been working with the owner of the land opposite the site. He has listened to residents previous comments about low buildings that were in keeping with the area and had designed a bungalow style care home. He had also listened to people's concerns about traffic problems and had included plenty of parking with his design.

**September 2005** it was reported that the feasibility study has now been completed by Holloway Foo and is being evaluated by the group. All Derwent Councillors have been sent a copy of this study and have been asked to evaluate it.

A meeting was held to decide on the action plan for the future of this project, unfortunately very few people attended this meeting and those who were present felt that it would not be appropriate to decide on the actions without other being given the opportunity to feed back. Two proposed options for action were sent out to members of the steering group. Work on the housing element of the site is ongoing and it is hoped that a bid will be submitted to the Housing Corporation by the end of September.

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Residents and staff went on a course at Trafford Hall to learn about designing, building and managing a community garden. This will then lead into a design process. Meetings with parks and planning have been scheduled in order to discuss the layout of the site. Work is still ongoing with the owner of the Farm site to make sure that the community are kept up to date with developments on this site.

**November 2005** - In July 2005 the feasibility study was submitted and circulated to residents and partners to allow them to evaluate the study and make proposals for the future of the project. The majority of people felt that the study had only partially achieved its aims and objectives.

The evaluation showed that areas which people felt needed most development were:

- Identify funding packages
- Provide all the necessary information to permit a decision to be made as to the site's financial viability and sustainability
- Demonstrate to the community that their earlier efforts are developing into a realistic vision.

### Future Action

People were asked to vote for the most appropriate future action. There was consensus that Krissi Spinoza should try to move forward the housing and garden options for the site. At a meeting on 15 September the steering group agreed that as the study was late to be delivered and incomplete the final funding payment of £8000 would be withheld and a percentage reflecting the original contributions redistributed to each of the funding partners. A letter has been approved by Derby City Council legal department and has been sent to Holloway Foo consultants. Providing Holloway Foo does not contest this decision then funding will be redistributed to each of the partners. Area Panel 1 will receive back £1,400 reflecting the 17.5% that they originally contributed to the project. The table shows that the project has cost £12,000 and how much funding has been spent from each partner who contributed.

Organisation	Amount committed to the project	Amount spent	Amount to be refunded
Derwent Community Team	£10,000	£6000	£4000
Derby Homes	£5000	£3000	£2000
Police	£1500	£900	£600
Area Panel	£3500	£2100	£1400
<b>Total</b>	<b>£20,000</b>	<b>£12000</b>	<b>£8000</b>

Despite the set back with the feasibility study the group felt that enough information had been obtained to continue with developing the two elements of the site, housing and open space. A letter has been submitted to highways asking for estimates to move the turning circle as requested by residents.

**Open Space**

Future management options for the open space are currently being explored. Activities will be run on the site in the lead up to Christmas to establish who would use the site what facilities they may require and the impact that this will have on neighbouring houses. Potential funding is being explored for the site. The final design will be determined by the amount of money available to fund the site, the sustainability of the open space and residents' preferences.

**Housing**

Raglan Housing Association and Derby Homes are working in partnership to provide housing on the site. Unfortunately the Housing Corporation are still not keen to fund housing in the Derwent area so the housing will have to be funded from the reserves and private borrowing of the housing association. The housing on the site will be restricted by the slope and size of the site and the footpaths which need to be maintained on the site. Both Raglan and Derby Homes have been made aware of residents' wishes regarding houses and these will be taken into account when the housing is designed. Once the housing element has been designed there will be a public showcase of the design.

**Farm Site**

Through out the project the group have worked with the private owner of the site opposite the Cowsley Road site. This site is currently being cleared in preparation for building a care home for those with learning disabilities. This proposal is currently with the health trust and care standards agency.

**Response on 2 November 2005**

It was confirmed that £1,400 will be returned for Derwent ward to reallocate to projects in 2005/6

**Actions agreed:**

None.

**Updates:**

A proportion of the money which the area panel supplied to carry out the feasibility is now in the process of being returned. The feasibility study is now complete and all the issues including withholding finances etc have been dealt with.

The future of the Cowsley Road site is now dependent on negotiations with planning, funding bodies and securing management for the site. These negotiations are ongoing however no concrete news is available at this time.

**2. Ref: 105034 – Antisocial Behaviour near Athlone Close / Worcester Crescent, received 02.11.05**

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

Peter Matthews, Local Manager, Derby Homes, telephone 716577

Inspector Graham McLaughlin, Police Divisional Headquarters, telephone 613131

**Issue:**

A member of the public asked what is being done to tackle problems with antisocial behaviour around Athlone Close and Worcester Crescent and especially along an access road between them. There are car parts and rubbish on the access road, stock cars race up and down the access road causing a noise nuisance and safety hazard.

**Previous key points / action taken:**

New item.

**Response on 2 November 2005:**

Councillor Roberts reported that he had investigated the issue and the area concerned is not on the highway, but an access road to back gardens. He reported that both Environmental Services and Derby Homes were pursuing previous complaints.

In response to a suggestion from Councillor Roberts the resident agreed to speak personally to the Derby Homes and police representative at the meeting.

**Actions agreed:**

Investigate and report back.

**Update:**

This complaint has been ongoing since September 2005. Residents on Worcester Crescent have been interviewed. We have identified those responsible for the stock car racing. Derby Homes are monitoring the situation, and diary sheets are being submitted from the complainants. Community Watch Patrol have also been monitoring the situation but have not reported any problems. We are keeping the complainants informed of progress.

Derwent Community Team in Partnership with Derby City Partnership will have an Antisocial Behaviour Officer appointed in the New Year covering this area. They will be based at Suite 3 Beaufort Business Centre. More information will be placed in the 'Derwent Together' magazine.

**3. Ref: 105029 – Porters Lane footpath, Oakwood – received 07.09.05**

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

John Edgar, Maintenance Manager, Development and Cultural Services, telephone 715067

**Issue:**

A resident asked who is responsible for maintaining the footpath that leads onto the top of Porters Lane. She explained that it is overgrown and that the lights are not working.

**Previous key points / action taken:**

Lighting column DY295 at the rear of 3/5 Lynford Close has been reported as not being lit. A night patrol to inspect the lighting was carried out on 27 September and we observed that the light was still out. The repair has been completed.

We have been to assess the bushes reported by the resident. We will be placing an order to have the bushes and tree cut back when the cost of the work has been confirmed.

**Response on 2 November 2005:**

It was reported that the work to maintain the footpath had not taken place, as there were tree preservation orders on the trees along the footpath. Investigations into this needed to be completed before the work could be done.

**Actions agreed:**

Update on progress.

**Update:**

An order has been raised for this work, and it is expected to be completed by the end of March 2006. The works are not classed as urgent as the footpath is passable.

**4. Ref: 105031 – Mobile phone mast, Oakwood – received 02.11.05**

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

Councillor Smalley, Oakwood, telephone 833250  
Councillor West, Oakwood, telephone 01773 881296  
Councillor Latham, Oakwood, telephone 834295  
John Stewart, Principal Planner, Development and Cultural Services, telephone 255934

**Issue:**

A member of the public raised concern about a proposed Vodaphone mobile phone mast on Bishops Drive, Oakwood that was close to a children's nursery and a doctors' surgery. She asked that Councillors support local residents and reject the planning application.

A previous mast in the Oakwood area had resulted in a 700 signature petition but it had been too late to prevent the mast being agreed. She informed the meeting of a drop in meeting to be held on 10 November at Springwood Leisure Centre between 3.30pm and 7.30 pm which Vodafone were attending to answer residents' questions.

**Previous key points / action taken:**

New item.

**Response on 2 November 2005:**

Councillor Latham explained that the Area Panel was not able to refuse the application and that the Planning Committee was where the application would be considered. It was reported that Councillors could attend and put objections in on behalf of residents.

**Actions agreed:**

Councillor Latham agreed to refer the matter to Councillor Smalley to attend the Planning meeting on the residents' behalf.  
Update on application

**Update:**

Councillor Smalley has met with local residents and explained the limited grounds under which they can object to this proposal under current planning legislation. He has registered his objections to this mast erection to both the operator and the Council's planning dept.



**5. Ref: 105032 – Welcome to Spondon signs, Spondon – received 02.11.05**

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

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

**Issue:**

A member of the public asked what had happened to the Welcome to Spondon road signs, which had been replaced with signs saying 'City of Derby Twinned with Osnabruck'. He would like to see the Welcome to Spondon signs reinstated, with 'Winners of Britain in Bloom' included if possible.

**Previous key points / action taken:**

New item.

**Response on 2 November 2005:**

Councillor P. Berry agreed with the suggestion and would investigate what could be done.

**Actions agreed:**

Investigate and report back.

**Update:**

The new city boundary sign on Locko Road is a one of a number that have recently been installed to replace old, missing or vandalised signs. Investigations are continuing into how additional words could be included with the existing city boundary signs.

**6. Ref: 105033 – Dangerous wall – Spondon Village Hall, Spondon – received 02.11.05**

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

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

**Issue:**

A member of the public raised concern over the dangerous wall at the rear of Spondon Village Hall and asked the panel who it belonged to and what was happening with it.

**Previous key points / action taken:**

New item.

**Response on 2 November 2005:**

Councillor P Berry confirmed that part of the wall is dangerous and that scaffolding has been erected under health and safety precautions. He understood that the Council and residents who backed onto the wall had joint ownership.

**Actions agreed:**

Investigate and report back on ownership and progress to resolve the problem

**Update:**

The Council completed a boundary wall inspection programme in 2004 and this wall was identified as being potentially dangerous. Safety fencing was erected immediately and further investigation carried out. Part of the wall was subsequently shored up to increase stability. In January 2005 there was a partial collapse and again the wall was stabilised and fenced off for safety. Our deeds on this wall indicate there is a shared responsibility with the adjoining property owners.

A structural engineer has recently inspected the wall and we are awaiting his recommendations and quotes for the repair works. Due to the historic importance of the site, any remedial works will reinstate the wall to its original appearance even though the wall is not within the Spondon conservation area. Preliminary estimates indicate that this will be an expensive job and we will discuss a contribution towards the cost with the adjoining owners.

Work will not start until the specification, quote, contributions and a budget have been confirmed.

**7. Ref: 104049 – No 9 Bus service, Spondon/Chaddesden - raised 27.10.04**

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

Peter Price, Transport Policy Manager, Development and Cultural Services, telephone 715034

**Issue:**

A Spondon resident raised a concern that the Number 9 bus service through Chaddesden and Spondon to Ockbrook and Borrowash is being withdrawn after 6 pm and that other day time bus services in Spondon were reducing to a 2 hour service in non-peak time, and a 1 hour service during peak time. He felt that with the reduction in number of the post offices in the area, more bus services are required for Spondon. The panel were asked if the Urban Bus Fund could be used to pay for bus services in Spondon. They were also asked when the the electronic bus information would be available at bus stops in Spondon.

**Previous key points / action taken:**

In **October 2004** the Chair of the Chaddesden Links Community Panel, explained that the Albert Road Estate has similar problems with no bus service at all. She asked that the number 9 bus service is redirected through the estate because there are already six bus stops, and the estate can be driven round in four minutes. Councillor Ahern informed the resident that he will continue to argue for the reintroduction of buses for the Albert Road estate. Councillor P. Berry stated that he had asked whether more bus services could be provided in Spondon because of the post office closures. He had also been informed that the bus companies were planning to reduce more services in Spondon. Councillor Roberts reported that there is a bus service that is sponsored by Derwent Community Team that goes through the Derwent ward to Morrisons and Sainsburys. These services are being extended to Scarborough Rise.

In **January 2005** it was reported that Urban Bus Challenge funding no longer exists. It ended in 2003 and was due to be replaced with a combination of funds that include the former Rural Bus Challenge, but, so far, Department of Transport have not announced anything. The operator who was running the contract for Service 9 to Spondon in the evening - jointly funded by the County Council and City Council, and managed by County - decided not to continue with it. Only one operator, Stagecoach, put in a bid for the contract, but their price was so high that neither the County nor the City Council had enough budget to pay for it. It was also reported that Electronic bus information known as RTI – Real Time Information will be installed in Spondon, on the Spondon Flyer route during the current financial year. This is paid for by Capital funding, unlike the service 9 which would have to be paid for from Revenue funding.

There are currently two reviews under way looking at bus services in the Derwent and Pride Park/Wyvern areas. The scope of these reviews is as follows:

**In June 2005 the following was reported:**

Derwent 101/102 and Ring and Ride Services

This review is being conducted to look at the long term sustainability of these services. We anticipate that the results of the study should be made available imminently with changes due to take place in July 2005. Item 28 Petition Cornwall Road Bus Service also refers to this review. As part of the review, consideration was given to re-routing the number 9 to take in the Albert Road estate area, but it was decided that this option was not feasible as there was not enough time in the current timetable to deviate the number 9 from its current route without reducing the frequency of the service passengers currently enjoy. The number 9 service will therefore continue to operate on its current route and timetable. It should be noted that the number 9 is a service provided under contract to Derbyshire County Council, with a small amount of funding being provided by Derby City Council.

**Bus No. 10/Pride Park and Ride/Pride Park Shuttle**

This separate review is looking at the possibility of combining all 3 of these services to provide one service to the Pride Park and Wyvern areas. These services operate in the Pride Park and Wyvern areas only and do not go out to Chaddesden and Spondon. We are currently funding the service 110 as a temporary replacement for the withdrawn service 10 whilst the review is underway. It was confirmed that the results of the surveys are currently being analysed and that any changes to the services will take place by the end of July.

**September 2005** – It was reported that invitations to tender have been issued for one bus to provide a morning and evening peak service between Derby bus station and Wyvern Park, Stephenson Way. The same bus, bus service 19, will provide an inter-peak service between 10am and 4pm connecting Asterdale, Spondon district centre, the Albert Road estate and Derby bus station. We hope a new service will begin in October, subject to receiving affordable tenders. The 101 operated by Arriva is being rerouted, not withdrawn. The service will leave Derwent via Wiltshire Road turning onto Nottingham Road, Waterford Drive and Albert Road to terminate at Asda in Spondon. The service will continue to operate on an hourly basis from 7 am to 6 pm. Arriva agreed to a change date of Sunday 24 July. The first day of operation was 25 July. The 102 route remains unchanged, running from Meteor Centre to Riverside Way.

**In November 2005** – reported that the new service 19 will start on 24 October 2005 and will serve the following route: Corporation Street, Morledge, Cockpit, St. Alkmunds Way, Darwin Place, Eastgate, Pentagon, Nottingham Road, Eden Road, Albert Road, Waterford Drive, Albert Road, Eden Road, Derby Road, Nottingham Road, Silverhill Road, Borrowfield Road, Milldale Road, Arnhem Terrace, Cambridge Street, Willowcroft Road, Sitwell Street, Chapel Street, Church Street, Sitwell Street, Willowcroft Road, Cambridge Street, Arnhem Terrace, Milldale Road, Borrowfield Road, Silverhill Road, Nottingham Road, Derby Road, Eden Road, Albert Road, Waterford Drive, Albert Road, Eden Road, Nottingham Road, Pentagon, Meadow Road, Exeter Street, Derwent Street, Morledge to Corporation Street. The service will run hourly from Monday to Friday from 10am 3pm, paid for by the Council using funding from the increase in car parking charges. The number of people who use it will determine success of the service. The service is being run in tandem with a revised 111 Park and Ride service from Wyvern and Pride Park which will operate from 7am to 7pm Monday to Friday. The Park and Ride service is being paid for through a mixture of Council subsidy and financial support from Egg Bank.

**Response on 2 November 2005**

Councillor P Berry reported that he had travelled on the new service and it had been a success however, there had been some problems with the availability of timetables, but they were now being put up where possible. The service was a 'Hail and Ride' service in areas where there are no bus stops

Councillor Ahern reported that residents have said how pleased they are with the service, however there have been some issues with the Hail and Ride service and leaflets will be issued in the area to tell people about how to use Hail and Ride.

**Actions agreed:**

To update on the Hail and Ride Service

**Update:**

The hail and ride service allows people to flag down a bus on that part of the route which is designated hail and ride. The bus will stop on request of the passenger in a safe place taking account of other road users. To improve the publicity of the service we are installing a number of timetable cases on the hail and ride section of the route. The timetable cases will be installed in the next couple of weeks.

**8. Ref: 105013 – Graffiti - all wards - raised 09.03.05**

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

Michelle Spamer, Development and Cultural Services, telephone 715064

Andy Thomas, Anti-Social Behaviour Team, Community Safety Partnership, telephone 256910

Inspector Graham McLaughlin, Police Divisional Headquarters, telephone 613131

**Issue:**

A member of the public reported that the NEAT team were doing a good job, but asked if the Police and the anti-social behaviour service could continue to monitor the situation and put more resources in to stop graffiti happening.

**Previous key points / action taken:**

**March 2005** - Councillor E Berry reported that extra resources had been allocated in the last budget specifically for graffiti removal. The Anti-social Behaviour Team was using Anti-Social Behaviour Orders -ASBO with offenders and this was having a better effect in stemming problems. Neil Haslam, Waste Management Officer (Strategy) reported that a small number of people commit most of the offences. He confirmed that the budget for graffiti removal had been doubled for 2005/6, and this will allow the Council to tackle private property, as well as Council owned land and buildings.

**June 2005** – the Council has allocated a further £30,000 towards graffiti removal. This will pay for an extra vehicle to clean up more graffiti. The exact method of work has not been identified as yet for this new area of work. It should be noted that very few Councils in this country clean private property.

**September 2005** – the Council are now in a process of training contractors to remove graffiti without causing too much damage. Graffiti removal is still dependent on getting permission from the property owner and providing that it is safe to do so. A new Graffiti removal crew has been set up from 1 August 2005. The Derby Evening Telegraph campaign is going strong. The Police, Anti Social Behaviour team and Crimestoppers are involved in a number of projects including covert and overt CCTV. There is now a team operating, and the productivity is high. We are targeting arterial roads then working from area to area.

**November 2005** - reported that the Scout Hut on Stratford Road had previously been painted with anti-graffiti paint and the Council has provided the Scouts with a cleaning solution for them to remove the graffiti. Unfortunately, the Council is unable to clean the graffiti as the chemicals used will react with the anti-graffiti coating they have used. We have also shown the Scouts how to remove the graffiti with the materials we have provided.

The gates on Highfield Lane are owned by Central Networks. Unfortunately, Central Networks do not allow us to remove the graffiti due to the dangers involved in working near the electricity substations. We have reported the graffiti to them so that they may remove it.

The new graffiti team, which has been operating since August, has produced a massive increase in the number of jobs cleaned off. The partnership project supported by the Derby Evening Telegraph's Lets Strike Back Campaign has proved very successful. One person has received a magistrate's penalty and a three year Anti Social behaviour Order - ASBO and further cases are pending.

**Response on November 2005**

A resident reported that the sub station on Highfield Land had not had the graffiti removed. It was confirmed that Central Networks would not allow Council to remove the graffiti on their property.

It was also reported that the Council has problems trying to remove graffiti on surfaces treated with anti graffiti paint not supplied by the Council.

Councillor P Berry reported that he had received a written question to present to the area panel asking for action regarding the graffiti on the sound barriers, slip road and bridge on the A52 in Spondon.

Sergeant Tapp reported that he had been made aware of a new vehicle and equipment that was being made available to combat graffiti. He confirmed that the Police in the area are getting to know which local people are responsible for the graffiti and tag and that five local people had been prosecuted recently.

**Actions agreed:**

Investigate graffiti on the sound barriers, slip road and bridge on the A52 in Spondon.  
Feedback on the new vehicle and equipment being provided to combat graffiti.  
Feedback on problem of removing graffiti from treated surfaces.

**Update:**

**A52**

The responsibility for maintaining the A52 beyond the ASDA island lies with the Highways Agency. They are responsible for the maintenance and repairs to the road and it's infrastructure. Their contractors are Scott Wilson. We have reported the graffiti through to them on a number of occasions. We are reticent to clean these surfaces because they were a special design and composition when installed and we would not like to see this damaged by our chemicals.

Some of the graffiti on the A52 would also require a complete road closure to allow safe removal so we are liaising with other groups to clean when the next full road closure is made.

Scott Wilson have carried out some graffiti removal and have completely refurbished the Arnhem Terrace Subway in recent months.

**Stopping Graffiti Artists**

Derbyshire Police have been exemplary in their actions against graffiti artists. They have undertaken action against a number of individuals who have been identified as graffiti vandals, through the recent 'Lets Strike Back' campaign. They have also been responsible for catching a number of graffiti artists red handed. Their work has been backed up by information supplied through the City Council's Streetcare Section and the work of the Anti Social Behaviour Team.

**Vehicle**

We have put through 130 requests for removal of graffiti in the last few weeks. The last cleanliness survey we carried out showed that 10% of streets in Derby had some graffiti. The amount has reduced from 11% on the previous survey 3 months earlier. We have had some minor teething problems with the introduction of the dedicated graffiti team. Minor issues are usually expected when a new service is introduced. Derby is one of the first councils to tackle graffiti in this way with a specialist team and on private property. We are very pleased with the improvements in graffiti levels since the introduction of the team, especially as they have only been operating since 1 August.

**Anti-Graffiti Coatings**

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There are many anti-graffiti coatings. In our experience, every coating requires the cleaner supplied by the coating manufacturer. If the wrong cleaner is used, the coating is destroyed. There are some new coatings being developed that may make cleaning with water possible. But again, if you accidentally clean with a chemical it would damage the coating. We do not recommend buildings have an anti-graffiti coating unless they are managed full time by staff and cleaned by staff who work in the building. This advice includes Council buildings.