

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

For further information contact:

Colin Avison, Area Panel Manager, telephone 258500
E-mail: colin.avison@derby.gov.uk
Or email: area.panels@derby.gov.uk

Deleted: Richard Smail

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1. Ref 506042 — Markeaton Park car park, Allestree - raised 6.12.06

Responsible officer(s) for more information:

Dawn Dagley, Parks Officer Community, Environmental Services, telephone 716272

Issue:

A resident asked what could be done to improve the surface of the main car park and paths at Markeaton park. Many residents and park users are complaining.

Previous key points / action taken:

December 2006 - Councillor Baxter responded that he had already reported the need for action to the Chief officer and understood that an inspection of the surface will take place. He noted that the income from the car parking charges is about £100,000 a year and that this could contribute to the repairs.

Response on 31 January 2007

We are still investigating options regarding re-surfacing of the car park and will report back at the April 2007 meeting. The resident has been informed.

Actions agreed:

Investigate and report back to a future meeting.

Update:

A report was tabled at the Cabinet Member meeting on 19th January 2007. The report is available on the Council Management Information System at www.derby.gov.uk. The report proposed that the car park at Markeaton park should be resurfaced by basic sealing and dressing at an estimated cost of £50,000 to be financed by prudential borrowing and an increase of 10 pence in car parking charges above the inflationary increase from April 2007. This will provide a safe surface until major refurbishment takes place.

An increase of 10 pence will generate approximately £10,000 annually. This will enable repayments to take place over a period of 5 to 6 years. The report was agreed. The work is weather dependent and will be undertaken as soon as possible.

Propose to Note and Close

2. Ref 506046 — Markeaton Street/Pybus Street University Development, Darley - raised 6.12.06

Responsible officer(s) for more information:

Neville Wells, University of Derby, Telephone 591962

David Gartside, Head of Traffic, Regeneration and Community, telephone 715025

Issue:

A resident was concerned about the amount of traffic and parking that will result in the Markeaton Street and Pybus Street area because of more students attending the new University development and Britannia Mill buildings.

Previous key points / action taken:

December 2006 - Councillor Travis responded that planning approval was given on the understanding that only service and delivery vehicles will be able to access the new development.

Response on 31 January 2007

A letter has been sent to Mr Noakes. The University has a proven commitment to reducing single occupancy car travel. The development of the new site and associated traffic flows will be closely monitored. The parking is subject to a survey as part of a section 106 agreement. The benchmark survey has been undertaken in compliance with the 106 agreement. This survey was undertaken on the 6th November by consultants White Young Green and a copy of the report has been sent to the city council. The site has parking for residents of Pybus street and a scheme for the control of this parking will shortly be lodged with the council.

Actions agreed:

To update.

Update:

Verbal update to be provided by Councillor Travis

Propose to Note and Close

3. Ref 506030 – Petition – Old Chester Road Traffic Offences, Darley – raised 04.10.06

Responsible officer(s) for more information:

Inspector Rachel Walker, Derbyshire Police, telephone 613131

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

Issue:

A petition was received signed by 104 residents who are opposed to dangerous drivers on Old Chester Road and City Road. They are concerned about speeding 'rat runners' who abuse the one-way system between Kirk Street and the Coach and Horses mini roundabout on Mansfield Road. They have requested positive action from the Police and Council.

The problem is worst at the weekends when people leaving Darley playing fields use it as a short cut.

Previous key points / action taken:

Residents confirmed that Councillor Williamson had visited the site in August to assess the problem and that the Police had taken action as well. Residents asked for short-term action to help address the issue immediately and for a longer-term strategy to prevent it happening in future.

Richard Smail confirmed that the Police had visited the site as soon as the petition had been presented in August and had stopped and cautioned many drivers using the one-way system illegally. He reported that the Police have made a commitment to continue to visit and monitor the road. He also confirmed that as an immediate short-term action the

Council has replaced the two original no entry signs with two new illuminated signs and have erected an information sign stating 'no access to Mansfield Road'.

Residents commented that the new information sign couldn't be seen because of the branches from a nearby tree and they needed removing.

Richard Smail confirmed that a report will be provided to a future area panel meeting outlining proposals for other options such as providing 'build outs' to narrow the road.

December 2006 – A report in response to this petition was presented on 6 December 2006. The report outlined the actions that had already been taken to address the issue including visits by the Police to warn drivers of the one-way street, replacement of no entry signs, installation of a new sign stating 'no access to Mansfield Road'.

The report also referred to designs being drawn up for proposals for footway build-outs that will help indicate that the road is one way. Also that the possible implementation of traffic calming has been added to the list for consideration of highways and transport work in 2007/08.

January 2007 – The local residents supported the proposed action.

Another resident asked that an alternative is considered and suggested that the yellow lines on the north side of Old Chester Road are removed and a cycle lane installed instead. This suggestion was not supported by other local residents who considered this is not what local residents asked for and that a 'build out' would be preferred. The panel approved the proposed actions with no amendments.

Response on 31 January 2007

Following receipt of a petition from residents regarding the abuse of the one-way system and speed of through traffic, investigations were carried out and a report presented at the Area Panel 5 meeting on the 6 December 2006.

The contractors are currently on site and construction of the build-outs will be completed by end March 2007.

Actions agreed:

Put into Outstanding Issues table until April 2007.

Update:

The design for the build-outs has now been completed and approved. Letters informing residents of the proposals have been delivered to all properties which are located directly adjacent to a build-out.

Construction is due to be completed before the end of the financial year.

Propose to Note and Close

4. Ref 507002—Consultation – Barn Development at Darley Abbey- raised 31.01.07

Responsible officer(s) for more information:

Richard Williams, Sports Development Officer. Telephone 715660

Issue:

A resident asked for arrangements to be made to ensure representation of residents of the

Old Village of Darley Abbey in on-going meetings being held about the Barn development/outdoor pursuits centre.

Previous key points / action taken:

New item

Response on 31 January 2007

Cllr Travis reported that she had not had detailed information regarding these meetings and agreed that it was important for residents to be involved in the development. She stated that she would be contacting officers for more information and to pass on the resident's concerns.

Another resident asked which Councillors are on the Cityscape board.

The panel responded that there is information on the Cityscape website about who all the members of the board are and it also provides other useful information and how the board makes decisions.

Actions agreed:

To contact the relevant officer and provide a written response to the residents.

Update:

Once we knew construction was about to commence, a decision was made to hold an open public meeting at Walter Evans School. The purpose of this meeting was to update residents on the construction process of the Barn but also how their input was needed both in the construction and also its usage.

To try and publicise this meeting, an insert was placed in the Derby Express which should have gone to every household in Darley Abbey. A press release was carried in the Derby Evening Telegraph and a letter went home with every child at Walter Evans school.

Posters and other information were also left at the cafe, community centre and with Roy Hartnell who expressed a concern that he and others were not aware of developments. At the meeting, it was very constructive but the attendance was not as good as many had hoped but I feel we had done quite a lot to publicise the event.

At the meeting we asked for local community input and said we were looking for local residents to become part of a steering group and a form was sent round asking people to write down their contact details if they were interested. These people were all then written or contacted and have been invited to a series of steering group meetings. These have included David Pearson from FODOS, Roy Hartnell from the Historical society, Sue Parker from the Community Centre Association, and there has also been a gentleman from the Darley Abbey Society who has attended and received minutes.

At the last meeting Councillor Travis also attended and the input of all these people has been of great benefit. I have also gone into Markeaton Primary school to give a talk to young people about the Barn and there has also been a presentation to the Primary School heads in city asking for their support which included the head at Walter Evans.

I have also started to build up a database of local residents who have said they would like to be kept informed of key developments and we are currently looking at pulling together a newsletter which will provide an update. It is intended to hand deliver this to all homes in the immediate area and make it available electronically.

We have also received a number of letters from local residents concerning the barn, one of these is to do with Riparian rights to which we have responded. There has also been a letter from Sue Parker concerning the relationship with the Community Centre. This was

basically around two areas, the first was to do with the border between the two sites and their desire for a fence and the second was to with the centres competing for community bookings between the two centres. Again we have written back saying we shall look at the border arrangements and that we have not yet looked at potential letting rates but when we do it will be done in consultation with the community centre so that we are not seen as under cutting and taking business. Further on from this, I am investigating the possibility of putting a hedge between the two in partnership with the BCTV.

The Barn is still roughly on course for a building completion for the end of April. After that the fixture and fittings are needed to be sourced. A job advert for a new community sports coach will go live towards the end of March in partnership with Midland Canoe Club who have submitted a funding application to Area Panel 5. This application was deferred and is to be re-submitted.

The coach will mainly be based at the Barn offering young people opportunities around adventurous outdoor activities. We have also signed a Service Level Agreement with Groundwork Erewash around them pulling together resource packs for Environmental, Conservation and Historical activities at the centre. We are also looking at the marketing for the centre, pricing packages for school, community and corporate packages.

Propose to Note and Close

5. Ref 507004 —Markeaton Street Traffic Calming, Darley - raised 31.01.07

Responsible officer(s) for more information:

David Gartside, Head of Traffic, Regeneration and Community, telephone

Issue:

A resident asked what was the outcome of the survey sent to all residents (a letter was sent out buy the Council to all residents). Is there funding available for the works and if yes what period of the year and which quarter.

Previous key points / action taken:

New item

Response on 31 January 2007

Actions agreed:

To provide a written response to the residents and provide a report back on the 2007/08 Highways and Transportation schemes.

Update:

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

Implementation of measures to control unnecessary through traffic are included in the highways and transport work programme for 2007/08.

Propose to Note and Close

6. 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:

New item

Actions agreed:

To provide a written response to the resident.

Update:

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.

Propose to Note and Close

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

Responsible officer(s) for more information:

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

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 31 January 2007

None

Actions agreed:

Update on progress to complete the repairs to the well.

Update:

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

Unfortunately the contractor due to install the handrail has experienced a backlog of work. However, the handrail will be installed by the end of March 2007.

Propose to Note

8. 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.

Response on 31 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.

Actions agreed:

Provide an update on the 2007/08 Highways and Transportation schemes programme.

Update:

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

Propose to Note and place in outstanding issues file until September

9. 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.

Response on 31 January 2007

Richard Smail apologised that the full update had not been included in the papers and he 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 Harringay 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.

Actions agreed:

Noted, but the Mackworth Councillors asked that a controlled crossing is installed rather than a refuge.

Update:

We have considered the comments raised by the panel. 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.

Propose to Note and Close

10. Ref 506037 — Traffic Flow in Mackworth, Mackworth - raised 6.12.06

Responsible officer(s) for more information:

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

Issue:

A resident commented that there has been an considerable increase in the volume of traffic using Mackworth estate as a rat run to bypass Markeaton roundabout. They use Prince Charles Avenue, Mornington Crescent, Streatham Road and Brackensdale Avenue. On Brackensdale Avenue there is the main entrance to Brackensdale Nursery School, this nursery is a special needs nursery and is also used by the Infants and Junior Schools. There was an accident about three weeks ago and the road was closed for about an hour. He asked if we could have better road markings or better still Access Only signs introduced at the Prince Charles Avenue/Ashbourne Road Junction and at the A38 slip road/Brackensdale Avenue Junction.

Previous key points / action taken:

December 2006 - Mackworth Councillors supported the residents concern and asked that it be investigated. They indicated they would include it as one of their priorities for the 2007/8 highways and transportation programme.

Response on 31 January 2007

None

Actions agreed:

Report back in April when the 2007/8 programme for highways and transportation schemes will be agreed.

Update:

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

There are not enough funds for this to be investigated in 2007/08. The issue will be put forward for consideration for possible inclusion in the 2008/09 highways and transport work programme.

Propose to Note and Close

11. Ref 506022 – Petition – Repaving of Balham Walk, Mackworth – raised 12.07.06

Responsible officer(s) for more information:

John Edgar, Maintenance Manager, Regeneration and Community, telephone 715067

Issue:

A petition had been received from the residents of Mackworth Estate living in the area of Balham Walk, requesting the urgent repaving of Balham Walk.

Previous key points / action taken:

July 2006: Councillor Baxter reported that he had already been investigating this issue, and had been assured by the Senior Inspector that the repairs would be carried out this year. He explained that the reason for the delay was because of the Street Lighting Private Finance Initiative that could involve new lampposts being installed on Balham Walk. It would not be sensible to resurface the footway if it is to be dug up again soon afterwards. At the moment the programme for new lighting is not known and until it is announced by the contractors Councillor Baxter explained he would keep pressing for the footway repairs

Residents asked the panel for details of when the replacement lights would be installed. Councillor Higginbottom requested that Balham Walk is put forward as a priority to the contractors.

October 2006: A report responding to the petition was presented to the meeting. It recommended that no action be taken other than to make sure Transco repair their reinstatement and that the six monthly routine inspections continue. A local resident expressed his disappointment with the outcome that suggests the pavement is safe. She suggested that the Access Officer inspects Balham Walk because many disabled people are unable to use the footway.

Councillor Gerrard also stated he was very disappointed by the response in the report, and asked that officers are asked to reconsider. He had been informed that the amount of people using a footway was taken into consideration and Balham Walk is a well-used path, he asked what would make it a high priority.

Councillor Higginbottom asked how many reported trips and falls had occurred on the path.

Richard Smail confirmed that highway officers visited and inspected the footpath and the only defect found was where Transco had not repaired properly and they have been asked to complete a repair.

Officers use set criteria to assess the safety of footways, which involves checking the intervention level, which is the height difference of any joins or cracks. It will be checked every six months.

He explained that if the panel is not satisfied with the response they could refer it back to the Cabinet member for reconsideration.

Agreed to refer to the Cabinet member for a Planning and Transportation for reconsideration of the response.

December 2006 - This issue will be considered at the Planning and Transportation Individual Cabinet Member meeting on 13 December 2006. In consultation with the Chair of the Overview and Scrutiny Commission, the Cabinet Member will decide on the new response which may either confirm the original response or involve a review of policy or resource allocation by the Council Cabinet Member or the overview and scrutiny commission. A response will be provided at the Area panel meeting in January 2007. In the meantime Balham Walk has been included on the list of Highways Maintenance issues to be considered for 2007/08.

Councillor Gerrard asked what issues are considered to make the repair of a footway a priority. Does it include the number of people using the footpath?

Response on 31 January 2007

Decision at Individual Cabinet Member's meeting on 13.12.06 was that no further action be taken other than consider Balham Walk for future year's footway resurfacing programme and the condition of Balham Walk be monitored and repairs carried out as necessary. The following issues are considered when prioritising a footway for repair:- condition, usage, and frequency of repair and general age. There are currently no reports of trips or fall on Balham Walk. We contacted the Council's insurance department to find out whether there have been any claims made in the past and they reported that there had been no claims. In addition, Derby Homes has not received any claims.

Actions agreed:

A resident reported that despite no insurance claims that there have been a number of falls and accidents due to the condition of the footpath. An inspection and remedial action is required as soon as possible and should be prioritised for the 2007/08 programme of works for footpaths and highways.

Update:

The decision at the Cabinet Member's meeting on 13.12.06 was that no further action be taken other than consider Balham Walk for future year's footway resurfacing programme and the condition of Balham Walk be monitored and repairs carried out as necessary.

Propose to Note and Close

12. Ref 507001 —Kingsbury Road, Mackworth- raised 31.01.07

Responsible officer(s) for more information:

John Edgar: Maintenance Manager, Highways and Transport. ☎ 71 5067
Alan Jaques: Street Lighting Manager, Highways and Transport. ☎ 71 5014
Pete Matthews : Derby Homes, Local Manager. ☎ 71 7831

Issue:

A resident asked the panel to address the issues on Kingsbury Road. There is no lighting

in the cul de sac and has been told at previous meetings that because all six residents own their properties that the street is not eligible for street lighting this is despite Derby Homes putting in additional street lighting around the estate.

The resident reported that they have a young child whom she sometimes has to carry from the street to her house in the dark and has fallen over once while carrying her. This was a result of the lack of lighting and the state of the road. The resident has reported a large pothole present in the road, which was filled two weeks ago, but the quality of the work has meant that the work has been not completed to satisfaction and now represents another problem on the road. There is a resident who makes uses of a wheelchair and children living in the cul de sac and the resident feels that the state of the road and the lack of lighting is dangerous for residents. The resident has requested an inspection of the road and the light levels on the cul de sac.

Previous key points / action taken:

New item

Response on 31 January 2007

It was noted that this issue had been raised previously at Area Panel. It was reported that Pete Matthews from Derby homes would be able to provide some information.

Actions agreed:

To provide a written response to the resident and report back to Area Panel.

Update:

No additional lighting can be installed until the Street Lighting PFI has been introduced. Pete Matthews has visited the area and identified that the road has been adopted by highways and all other boundaries are owned by the houses.

A letter has been sent to the resident confirming that an inspection has been carried out, and a pothole has been identified. The pothole had been previously temporarily filled, until such time as a permanent repair could be carried out, but the filling had come out. We have now given an instruction for the permanent repair to be carried out as soon as possible. It is envisaged that these works will be completed by end March 2007.

With regard to the lack of street lighting, it is accepted that lighting levels are inadequate, and it has been decided that a new street light should be provided at the head of the cul-de-sac. The instruction has been issued to our contractors to carry out the necessary work. We cannot say at this stage when the works will be carried out as it will depend on our contractor's programme, but it will hopefully be done by end March 2007.

Propose to Note and Close

13. 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
Rosie Watson, Senior Planning Officer, Telephone 25 5073

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:

New item

Response on 31 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.

Actions agreed:

To provide a written response to the resident and an update to the next area panel.

Update:

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.

Propose to Note

14. Ref 507006 — Buildings at Risk, all wards - raised 31.01.07

Responsible officer(s) for more information:

Chris Edwards, Assistant Director - Property Services Telephone 25 5070

Issue:

Last night a serious fire occurred at no.10 St Helen's Street known as Haslam's House, which is part of a historical complex, namely the Spa Works / Marble Factory. The recent incident has renewed fears regarding St Helen's House, which has now been empty for 2 ½ years. The resident is of the opinion that there have not been any serious attempts to

minimise fire and other potential hazards for the buildings. The resident wanted to know what steps the Council was taking to protect the properties and minimise risk of damage to the buildings.

Previous key points / action taken:

New item

Response on 31 January 2007

Cllr Travis responded that she too shared the resident's concerns and would endeavour to provide some further information.

Actions agreed:

To contact the resident with a response.

Update:

As it does with all of its properties that become vacant, security measures were considered and implemented as part of the de-commissioning procedure. Because the building is listed, those measures taken at St Helen's House are not as obvious as with other buildings. The measures were reviewed by the Council's insurers, Zurich Municipal, and we received the following comment by e mail on 1 July 2005:

'The information that(the surveyor) has provided is excellent and covers all areas that are important when a building becomes unoccupied. The only point that I would like to make is could you ensure that all the flammable materials are removed as soon as possible to prevent a fire risk.'

In respect of the last point, remaining flammable materials that were left in the building by the vacating department were removed shortly after the e mail.

In addition to the measures taken at the time and following a recent suggestion by Councillor Travis, we have spoken to the Police and they have agreed to be particularly vigilant.

Propose to Note and Close

15. Ref 507007 —Dustbins left on the street, all wards - raised 31.01.07

Responsible officer(s) for more information:

Malcolm Price, Waste Manager, Telephone 71 6350

Issue:

A resident asked what if anything is going to be done about dust bins which are left out on the streets for weeks on end.

Previous key points / action taken:

New item

Response on 31 January 2007

The resident was told that work has taken place in other areas of the city. Cllr Baxter

responded that if you contact Street Care then an officer will send out a letter to the offending properties.

Actions agreed:

To provide details of the roads and respond to the next meeting and the resident.

Update:

We are now focusing on 2 pilot streets in Area Panel 3, this is because this type of activity is very officer intensive if we are to be successful should we want to take any form of legal action.

The process of issuing specific instructions to relevant householders in those streets will commence in the pilot streets from the beginning of April, with a view to issuing legal notices if necessary some time after the Easter break. Dependant on the response to our legal notices, we should be in a position to take some form of action shortly thereafter.

The decision to take any form of legal action will be based on the circumstances of each case and we cannot at this time predict how many actions could be taken.

My hope is that we would not have to take any legal action and that residents comply with the instructions and any legal notices that we issue. However I am sure that if we were to take legal action that the publicity value would stimulate interest in the press as well as demonstrating to householders generally that they should only have their bins on street on their allocated collection days.

Once we have completed our work in the pilot areas and we get some useful publicity, due to staffing constraints, I could only carry out repeat activities on a case by case basis. We would therefore take each case on its own merits.

Propose to Note and Close