

Central Area Forum, Wednesday 15th June 2005
Questions and Answers

Reference: 01CNT 15/06/05 **Recreational facilities**

Question: What is being done about the lack of educational and social facilities for Whaley Bridge residents?

Answer: *Response pending*

Reference: 02CNT 15/06/05 **Parking in Chapel**

Question: If considered relevant, I would like to ask about the need for consistent, fair and effective parking enforcement in Chapel-en-le-Frith;

- Inconsiderate drivers park anywhere on the main road and double park in the market place.
- 40 minutes limit and no parking restrictions around the market place are ignored.

Answer: As a result of the Area Forum meeting, the High Peak and Derbyshire Dales Community Safety Partnerships have developed an initiative: 'Pavements are for People' which aims to discourage drivers from bad or inconsistent parking. This is one of a number of awareness raising exercises that partners are committed to instigating in the High Peak.

The issue of inconsiderate parking and people ignoring parking restrictions at Chapel Market Place has been drawn to the attention of the Police.

Reference: 03CNT 15/06/05 **Speeding traffic in Whaley Bridge**

Question: I respectfully request, to reserve time at the above, in which I wish to enquire of the following High Peak Borough Council, D.C.C. and in particular Derbyshire Constabulary, as to why, after requests by Whaley Bridge Town Councillors, on our behalf, the Residents of Buxton Road, Mevril Road, Vaughan Road and Manor Road Estate. No action is being taken to Control Traffic Speeds Fernilee/ Whaley Bridge A5004 Longhill? The impression of Derbyshire Police is one of 'Bourgeoisie' attitude to our requests!

Answer: The responsibility for enforcement lies with the Local Safety Partnership and the local Police. There are four possible ways of tackling the problem :-

1. Fixed Speed cameras – this would be the remit of the safety partnership and would be based on the number of accidents and monitoring.
2. Mobile camera usage based on the number of accidents and checking speeds on a random basis.
3. Road Traffic department of Police, using patrols.
4. Local policing initiative.

Further intelligence would be required to allow the perpetrators to be targeted to reduce speeds back down to acceptable levels.

ACTION: The Government has laid down strict criteria for the siting of static speed cameras to prevent them from being used as sources of income. The criterion for placing a static camera is 4 fatalities or serious injuries per kilometre, and 2 fatalities or serious injuries per kilometre in order to place a mobile camera. It was noted that the signage into the 30mph zone needed attention and this would be undertaken. A print out of accident statistics for the area was made available at the meeting for information. It was also noted that the Government had just compiled new guidance for the reappraisal of speed limits. For further information on safety cameras, check www.slowitdown.co.uk.

This issue has been drawn to the attention of the Police who will continue to monitor the situation, particularly on Sundays, when this stretch of road is popular with motorcyclists.

Reference: 04CNT 15/06/05 **Highways maintenance/planning**

Question: 1) Recent personal experience indicates that significant system failure is occurring between Derbyshire County Council and High Peak Borough Council with respect to highway maintenance. Can you please explain how your systems work? In particular, who is responsible for the implementation of the various conditions, particularly those regarding highways and drainage, attached to a Permitted Planning Application?

2) Planning permission has been given to Shall Cross Farm for several residential units. There were supposed to have been passing places and a turning circle which have not materialised, so what happens if the developer disappears?

Answer: 1) Grass cutting and gully emptying are joint responsibilities with HPBC. DCC inspectors are constantly out on the highway inspecting for faults. The Borough Council is responsible for the

enforcement of planning conditions and will work closely with the County Council where these relate to highway matters.

2) Following the meeting, the Borough Council has been in touch with the developer of Shall Cross Farm and reminded him of his obligations to implement the highway conditions. The Council will do its best to monitor the situation and ensure implementation of the highway works prior to completion of the development.

Reference: 05CNT 15/06/05 Finance/roads/planning

Question: 1) What has been the cost to the public purse of compensation for personal injury due to the bad condition of public roads in the High Peak in 2003-2004?

2) How do you define "maintained to level of user" when used for repairs and upkeep of non-classified adopted roads?

3) Who is responsible for enforcing planning permission conditions in the High Peak?

Answer: 1) £120,000.

2) This is an inexact phrase frequently used in the profession. In general roads are maintained taking into consideration the type and number of vehicles using the road. The minimum standard would be related to safety. One factor would be the historic usage (e.g. if the road was in effect a farm track that would be the standard which would be default level, provided of course this remained non hazardous to the user).

3) The responsibility lies with the local planning authority. For most types of development this is High Peak Borough Council.

Reference: 06CNT 15/06/05 Parish council/highways

Question: 1) Can I please express my desire for the forum to work and my disappointment that my local parish in Chapel refuse to get involved. How do you intend to ensure they are involved? At their last Parish Council meeting they were very childlike in their behaviour. This also emphasises the mess they got into over the tramway walk, when all decisions were made in private, with very little public consultation.

2) A query about highways, would be regarding the island recently added to Hayfield Rd in Chapel. I can understand the intention of the island, but coming from Chapel it is invisible due to the brow of the hill, and I can see a young racer trying to overtake and end up on top of the island.

Answer: 1) We have encouraged the parish council to be part of this initiative by consulting with them very early on in our project planning. This has included sending out questionnaires, asking for their input as well as discussing the Area Forum initiative in depth at local council liaison meetings. We hope that ultimately Chapel Parish Council will be an active partner in Area Forums and will embrace the closer community engagement it brings.

2) *Response pending.*

Reference: 07CNT 15/06/05 Transport issues

Question: 1) What is DCC reaction to the proposal for a Community Railway on the Hazel Grove-Buxton line?

2) What is the attitude of DCC towards support for the retention of the Hope Valley & High Peak Transport Partnership when its core funding from the Countryside Agency disappears in April. (I have an interest as I represent Whaley Bridge Town Council on the HVHPTP Steering Group).

3) I am calling a public meeting in Whaley Bridge in September in partnership with a Project Officer of HVHPTP to determine the level of support if any for a Friends of Whaley Bridge Railway Station Group. Do DCC/HPBC/Police have any views on community-based Friends Groups? Would they attend the public meeting?

Answer: 1) DCC (and GMPTE), while supporting the principle of Community Railways, are opposed to the Buxton line being included, as it exhibits the characteristics of a commuter line. We welcome some of the Community Railway principles at all stations, e.g. station adoption.

2) DCC is currently assessing the situation in respect of all of the County's Transport Partnerships (for which it is a major funder) and options. It will then discuss this with other funders to hopefully effect a joint solution.

3) All partners are happy to send a representative.

Reference: 08CNT 15/06/05 Road signage in Chapel

Question: On Hayfield Rd in Chapel there are speed bumps and restrictions which are causing concern to local residents, in particular the speed bump at the Ferodo roundabout at the start/finish of the speed restriction area. The traffic calming system isn't working as residents are being woken up at night by HGVs hurtling down the road. Could DCC/Highways Agency consider making this route weight-restricted, so that heavy lorries must use the A6? Better signage is definitely needed.

Answer: Whilst it is acknowledged that certain HGVs traversing the traffic calming features could generate noise, the County Council introduced the whole scheme on road safety grounds, and in that respect, the scheme has been considered successful. Through traffic HGV flows are not considered heavy enough to consider the introduction of a traffic restriction order.

Reference: 09CNT 15/06/05 Parking issues

Question: On 'The Crescent', a cul-de-sac off Hayfield Rd in Chapel, there has been a new affordable housing development which has created significant parking difficulties. Some houses have no on-street which creates poor parking and access difficulties for essential services. Can new parking bays be created? Residents feel that they are being penalised by government policy which is directed at urban dwellers to encourage them to use public transport and does not address the needs of rural housing.

Answer: The development which has been permitted has sufficient parking provision to satisfy highway requirements. The access does however affect on street parking on the Crescent. There is no intention however, to provide additional on-street parking facilities.

Reference: 10CNT 15/06/05 Road signage in Chapel

Question: In the past I have had residents complain to me about the poor road signage at Town End, Chape-en-le-Frith. Through traffic is supposed to turn left on to the Castleton Road, at Sam Longson's junction, and then join the by-pass from Castleton Road if they want to go on the Buxton or Chesterfield.

Visitors to the area, unfamiliar with the changed road layout, often go straight on up the old Buxton Road, which is now a dead end to traffic leaving Chapel. They then have to turn round and go back to rejoin the road at Sam Longson's junction. This is particularly prevalent during the summer and residents have approached me with requests to have the road signing improved. What can be done about this problem?

Answer: There is a logic to changing the priority of the roads to make the route via Castleton Road the priority route, However the visibility at the junction is such that this option is not considered viable. In addition the current arrangement imparts a degree of traffic calming which is advantageous to reducing traffic speeds. It is our view that there are numerous highly visible signs advising motorists of the cul-de-sac and some motorists seem to be oblivious of any form of advisory signing/lining.

Reference: 11CNT 15/06/05 Highway repairs

Question: I understand that due to limited funding from central government, local authorities are experiencing levels of compensation claims (due to a lack of Highway Agency maintenance), which exceed the cost of present highway repairs? Are HPBC and DCC targeting resources (and therefore maintenance work) to areas where claims have been recovered as opposed to routine, scheduled maintenance, decided by their engineers?

Answer: Maintenance work is targeted at locations where repairs will provide the best value for money. In general this is determined by the results of technical surveys, routine inspections and engineering judgements. Quiet roads are inspected around four times a year. Saving peoples' lives is the main concern and consequently this will always be DCC's top priority.

Reference: 12CNT 15/06/05 A6 issues

Question: What, if anything, is the attitude of DCC towards traffic relief on the A6? Local residents were promised a by-pass 25 years ago and this idea has been shelved. What can be done to improve the quality of residents' lives on the busy A6 in Newtown, Furness Vale, Bridgemont and Dove Holes? Are there any plans to develop a motorway link for the High Peak?

Answer: There are no current proposals for any A6 by-pass of these communities and there is unlikely to be funding during the period

of the next Local Transport Plan for such major schemes. DCC will continue to seek to control growth of traffic by supporting high quality public transport for both individuals and freight. There are no current proposals to develop a motorway link to the High Peak.

Reference: 13CNT 15/06/05 **Gritting/A6**

Question: 1) Will the winter gritting programme ever include Silk Hill and Western Lane Buxworth?

2) Has Bings Road, Silk Hill, Buxworth now become the A6 bypass? Silk Hill is an 'access only' road and has now become the short cut to Chinley.

Answer: 1) This is unlikely. The gritting routes, which extend to almost 50% of the highway network, are concentrated on the major roads and bus routes to ensure the least disruption possible.

2) This matter has been drawn to the attention of the Police for monitoring.

ACTION: *Updates pending.*

Reference: 14CNT 15/06/05 **Estate management**

Question: 1) Does the maintenance programme include the management of hedgerows and the vast number of trees growing along the roads that are getting out of hand?

2) Why does the council say it will prosecute if overgrown hedges on private land are not cut back when they don't maintain council property?

Answer: 1) Hedgerow management is included in the maintenance programme, but the majority of trees are on private land and therefore the responsibility of individual landowners.

2) If DCC are advised of specific instances, we will investigate and undertake works, if needed, for highway safety purposes.

Reference: 15CNT 15/06/05 **Dangerous parking in Whaley Bridge**

Question: The town feels let down by the police who are not undertaking enforcement action on double yellow lines or places where parking is clearly not allowed. It is felt that officers just drive through the town and there is no traffic warden within the vicinity. There is a general consensus amongst local people that

there should be more vigorous parking enforcement and that measures such as mobile speed cameras should be introduced.

Answer: Numbers of traffic wardens in the area are not as high as they have been in recent years. The Police are considering new ways of reducing the number of badly parked vehicles and as a result of a recent Area Forum meeting, the High Peak and Derbyshire Dales Community Safety Partnerships have developed an initiative: 'Pavements are for People'. This aims to discourage drivers from bad or inconsistent parking and the success of this project will be closely monitored by the Police and all partners. The use of mobile speed cameras is subject to fulfilling strict, national criteria, details of these can be found on the website: www.slowitdown.co.uk

ACTION: *This matter has been drawn to the attention of the Police.*

Reference: **16CNT 15/06/05 Bingswood Industrial Estate**

Question: What are the access plans for Bingswood Industrial Estate? Are there any short term measures for Canal Street?

Answer: Access improvement to Bingswood Industrial Estate has been a high priority for HPBC and is included in the current Corporate Plan: *Improving High Peak, Priorities for Action 2005-2010*; 'Continue to seek funding for plans for the proposed new access to Bingswood Industrial Estate, Whaley Bridge.' The initiative is the top priority in Whaley Bridge's Health Check Action Plan and the Borough Council will continue to press for improvements in this area.

Update: *July 2005 –*
Councils' £100,000 support for new access plan

(joint response from HPBC and DCC)

More than 30 companies will receive a boost when a new access road and bridge is built to their industrial estate. Derbyshire County Council has given £100,000 towards the proposed highways scheme which will provide a new access to the Bingswood Industrial Estate in Whaley Bridge.

More than 300 people already work on the industrial estate but expansion has been hindered by the currently poor access on to the area, which is currently gained via Canal Street, off Market Street next to the town centre.

The route has also proved difficult for heavy goods vehicles to negotiate as it includes a hairpin bend and pavements and the highway itself have been frequently damaged because of this.

The scheme, which has been drawn up by High Peak Borough Council, will cost £975,000 in total and as well as the county council's contribution, financial support will be needed from a number of other organisations.

The plan includes using a bridge which goes over the Peak Forest Canal off the A5004 and was built by Tesco in 1999 and a second bridge being built to cross the River Goyt. A new road is also needed to complete the scheme.

The new access scheme will produce a number of benefits for the area including moving HGV traffic from the town centre to the new road and improving safety and the environment for people living in Bridge Street, Canal Street and Bingswood Avenue.

It is also felt that the proposed scheme will aid companies on the industrial estate by safeguarding existing jobs and leading to possible expansion, therefore creating the possibility of new jobs.

As well as the county council's £100,000 towards the scheme, financial contributions are also being sought from High Peak Borough Council, Tesco, the Derby and Derbyshire Economic Partnership, Whaley Bridge Town Council, the British Waterways Board, land owners in the area and companies on the estate.