

**Appendix A – Consideration of Objections and Equality Issues
Connecting Derby Phase 4 Traffic Regulation Orders
January 2011**

Equality Impact Assessment (EIA)

Appendix A- Consideration of Objections and Equality
Issues

Connecting Derby Phase 4 Traffic Regulation Orders
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No.	Objections	Total	Officer Recommendation	Reason for Recommendation
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Cheapside/ Wardwick/ Friar Gate/ Curzon Street - Prohibition of driving of all motor vehicles except buses				
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s and taxis (Bus Plug)				
1	Object to the proposal that vehicles will not be able to access Cheapside/ Bold Lane from Curzon Street as at present. It means more difficult access to the Bold Lane car park or parking on the Strand, possibly cutting badly needed footfall, environmentally bad as traffic will have to travel another mile	1	Proceed as proposed	<p>One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby.</p> <p>Although it is recognised that some motorists, including drivers of private hire taxis, who wish to make specific journeys across restricted cordons will be disadvantaged, the proposed changes will benefit most road users and in some instances new routes will be quicker or shorter. Similar access restrictions introduced in Victoria Street and Albert Street have created a more pleasant city centre environment and the proposals for Cheapside and Wardwick will very much compliment existing city centre traffic management measures to support a better shopping environment.</p>
2	Will have an adverse effect particularly the regulation forcing traffic coming from Curzon St to turn left into Friar Gate	1	Proceed as proposed	

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3	The proposed changes will result in additional mileage being travelled to get to and from various points in and out of the city centre, thus incurring additional cost to taxi passengers	95	Proceed as proposed	
4	Difficult to take taxi passengers to certain points by shortest route incurring additional cost to passengers and breaching licence conditions	95	Proceed as proposed	
5	In event of an accident or incident on the inner ring road these proposed changes will make alternative routes impossible leading to total gridlock, which could have serious implications for emergency services needing access to Cheapside, Bold Lane, Friar Gate and the Beckett Street area.	95	Proceed as proposed	
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6	Object to Wardwick/ Cheapside junction proposals.	95	Proceed as proposed	<p>The completion of the Connecting Derby project will also provide a much more coherent road network for visitors and residents retaining access to public car parks whilst minimising the impacts of unnecessary through traffic.</p> <p>All road users, including taxi drivers, must comply with highway regulations. As a result taxi drivers will always be able to travel the shortest legally possible distance between destinations and will not be in breach of the taxi licensing conditions.</p> <p>In the event of an emergency the Police have powers to direct traffic along any available route. The completion of the ring road will also provide clockwise or anticlockwise alternatives for road users to reach their intended destination.</p> <p>The access to Parksafe Car Park and the Cathedral Quarter will be suitably signed from the new ring road. A new improved junction has been constructed near Radio Derby specifically to improve access to the Cathedral Quarter and public car parks in the area.</p> <p>We will work with businesses to provide updated delivery, parking and access information to help suppliers, customers and visitors to better understand the best routes to shops, car parks and business premises.</p>
7	Object to Curzon St./ Friar Gate junction proposals.	95	Proceed as proposed	

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8	Nearest car park to my shop is Parksafe for customers it will now be difficult to explain to them how to get to the front of the shop to collect/drop off items (that's if they are allowed to park when the bus lane is put in). My car park is at the back of the shop accessed from Curzon St after I unload my van, now I have to drive up to Brook St and Agard St, Ford St four times a day when we clear a house for example, all because there is no left turn onto Friary St	1	Proceed as proposed	
9	We deliver to shops and businesses in the city when we leave our car park in Curzon St we are forced to go along Friar Gate so extra time/diesel etc. being added to working day. We will have to seriously consider future in Friar Gate when the bus lane is put in as it will take away the present metered kerbside parking for customers and make my loading very difficult. We gave not got any rear access. I am semi - disabled so cannot carry items over any distance.	1	Proceed as proposed	
10	Objection to lack of access to Bold Lane car park. Effect of not being able to cross into Cheapside from Curzon St could prevent or make it difficult my customers to use Bold Lane car park. Add to this the blocking of Becket St it would appear intention is to stop people accessing Bold Lane. Right turn into car park is a more difficult manoeuvre and could result in traffic jams. Makes no sense environmentally to make vehicles travel a mile extra to access Bold Lane. Could have damaging consequences for the retail environment of Cathedral Quarter. And could cause a subsequent loss of revenue for DCC for Bold Lane car park.	1	Proceed as proposed	
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11	Particular concerns - restricting access to Cathedral Quarter and restricting the movement of traffic with it is likely to deter both visitors and businesses. Preventing traffic from Curzon St into Cheapside.	1	Proceed as proposed	<p>There are no proposals to introduce a formal bus lane in Friar Gate but there will be restrictions limiting access to buses, cycles and taxis in a city centre bound direction. There are minimal changes to parking and loading restrictions on Friar Gate, with a slight increase in parking provision.</p> <p>There has been no change to the currently well used right turn manoeuvre into Bold Lane car park. It is anticipated that there will be a reduction in north bound traffic on Bold Lane and as a result there will be more opportunities to turn right into the car park following the introduction of the proposed traffic management measures at the junction of Curzon Street and Wardwick.</p> <p>An environmental assessment has been undertaken to better understand the impacts of the Connecting Derby scheme. Overall the project has a neutral effect on air quality. However, traffic management controls in the city centre have already removed significant levels of through traffic. The complimentary traffic management measures planned at the junction of Curzon Street and Wardwick will remove further through traffic from the city centre and improve the local environment.</p>
12	Restricting access to on street parking in The Strand and Bold Lane Car Park.	1	Proceed as proposed	
13	Restrictions will significantly increase journey times and vehicle emissions.	1	Proceed as proposed	
14	Object as changes to Wardwick / Cheapside junction leads to access difficulties for deliveries. No rear access to my property, all deliveries made via Wardwick	1	Proceed as proposed	

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15	Proposals have a detrimental effect on my business	1	Proceed as proposed	
16	Object as create difficulties in respect of vehicular access, loading and unloading of business records, servicing by tradesmen and delivery vehicles and accessibility from our nearby contract parking due to Becket St closure and Cheapside/ Wardwick Junction restrictions. Prefer to be able to continue from Curzon Street into Wardwick.	1	Proceed as proposed	
17	Concerns about loading/unloading purposes for no 41 - 71 Wardwick and access to private car park at Curzon Street with the closure of Becket Street, Bramble Street one way and Wardwick/Cheapside junction restrictions severe adverse impact. Extended journey distances and times and added environmental pollution.	1	Proceed as proposed	
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18	Leave these roads alone, will be horrendous in these areas and shows no confidence in Inner Ring Road to work. Look at these streets in say 6 months time.	4	Proceed as proposed	Extra provision is being made for two loading bays within the Wardwick and a further loading bay on Cheapside. Becket Street and Bramble Street are not part of the strategic transport network but currently suffer from high levels of through traffic. The proposals will help to better manage traffic in the area whilst maintaining access to premises. The closure of Becket Street at Wardwick will also remove current conflicts with traffic and pedestrians. At the same time Macklin Street will be reopened and this will improve accessibility to the area from a number of points off the new ring road.
19	Object to Curzon St/ Cheapside damage ability to access business and access by customers, add significantly to journey times & distances, prevents access to Cathedral Quarter, means Bold Lane car park is very inaccessible & dangerous to enter.	1	Proceed as proposed	

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20	Object to proposal that you can not go straight on from Curzon Street along Cheapside. This is not going to help promote parking in Bold Lane or encourage drivers to go to St James St or Wardwick where we are located. This proposal could finish many retailers.	1	Proceed as proposed	
21	The change in direction of traffic will have detrimental effect on my business as little traffic will now pass through Cheapside..	1	Proceed as proposed	
Becket Street - Prohibition of driving of all motor vehicles				
22	Do not block Becket Street it is not considered a rat run it is necessary to unblock traffic	1	Proceed as proposed	One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby.
23	Will have an adverse effect	1	Proceed as proposed	
24	Object to closure of Becket Street	95	Proceed as proposed	

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25	The proposed changes will result in additional mileage being travelled to get to and from various points in and out of the city centre, thus incurring additional cost to taxi passengers.	95	Proceed as proposed	
26	Difficult to take passengers to certain points by shortest route incurring additional cost to passengers and breaching taxi licence conditions	95	Proceed as proposed	
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27	In event of an accident or incident on the inner ring road these proposed changes will make alternative routes impossible leading to total gridlock, which could have serious implications for emergency services needing access to Cheapside, Bold Lane, Friar Gate and the Becket Street area.	95	Proceed as proposed	<p>Becket Street is not part of the strategic transport network but currently suffers from high levels of through traffic. The proposals will help to better manage traffic in the area whilst maintaining access to premises. The closure of Becket Street at Wardwick will also remove current conflicts with traffic and pedestrians. At the same time Macklin Street will be reopened and this will improve accessibility to the area from a number of points off the new ring road.</p> <p>City centre businesses are generally less reliant on passing trade as most customers will come to Derby for its local and regional attraction. Significant levels of through traffic will have a detrimental impact on the shopping experience and are more likely to lead to a decline in shoppers and visitors. Reductions in through traffic in the city centre have provided opportunity to upgrade the quality of the streetscene and further investment is taking place both as part of Connecting Derby and the council's public realm improvements.</p> <p>All road users, including taxi drivers, must comply with highway regulations. As a result taxi drivers will always be able to travel the shortest legally possible distance between destinations and will not be in breach of the taxi licensing conditions.</p>
28	Oppose restricted access due to anti social behaviour on Becket Street pedestrian access is not a good option. Passing trade will diminish drastically and could result in closure of my business.	1	Proceed as proposed	

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29	Concerns over Becket Street having no turning head	1	Proceed as proposed	
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				It is recognised that the lack of a turning head will make it more difficult to turn around on the lower part of Becket Street. However, there are relatively low numbers of vehicles accessing this part of the road. Overall the advantages of closing Becket Street are felt to outweigh the disadvantage of not having a turning head. A new junction on to the ring road will be provided at Curzon Street and this will allow most vehicles to access the road without the need to turn around.
Bramble Street - One way for all vehicles				

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30	Request cyclists can have an exemption to one way	1	Proceed as proposed	<p>One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby.</p> <p>It is proposed to exempt cyclists from the planned road closure of Becket Street to promote this route as better alternative to a cycle contraflow on Bramble Street. The proposed one way will enable additional parking on Bramble Street to support businesses in the area.</p>
31	Object to zoning off the area and restricting access will be at the detriment of businesses and residences in the area, want it to remain two way.	1	Proceed as proposed	
32	Wish the street to remain two way	104	Proceed as proposed	
33	It will seriously affect residents and businesses on Bramble St, Curzon St, Becket St and Newland St	6	Proceed as proposed	
34	It will trap traffic in the area only allowing a long detour to get out of the area.	6	Proceed as proposed	
35	The proposed changes will result in additional mileage being travelled to get to and from various points in and out of the city centre, thus incurring additional cost to taxi passengers.	95	Proceed as proposed	
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36	Is going to further bring losses to our business because we will not be able to deliver food to our customers on time.	1	Proceed as proposed	<p>Bramble Street is not part of the strategic transport network but currently suffers from high levels of through traffic. The proposals will help to better manage traffic in the area whilst maintaining access to premises. At the same time Macklin Street will be reopened and this will improve accessibility to the area from a number of points off the new ring road. Although it is recognised that some motorists will be disadvantaged, the proposed changes will benefit most road users and in some instances new routes will be quicker or shorter.</p> <p>All road users, including taxi drivers, must comply with highway regulations. As a result taxi drivers will always be able to travel the shortest legally possible distance between destinations and will not be in breach of the taxi licensing conditions.</p> <p>In the event of an emergency the Police have powers to direct traffic along any available route. The completion of the ring road will also provide clockwise or anticlockwise alternatives for road users to reach their intended destination.</p>
37	Difficult to take taxi passengers to certain points by shortest route incurring additional cost to passengers and breaching licence conditions.	95	Proceed as proposed	
38	In event of an accident or incident on the inner ring road these proposed changes will make alternative routes impossible leading to total gridlock, which could have serious implications for emergency services needing access to Cheapside, Bold Lane, Friar Gate and the Becket Street area.	1	Proceed as proposed	

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39	Detrimental to the business and wish it to remain two way. Our funeral fleet housed on Becket Street operates on funerals from four of our offices around Derby and the difficulties and long delays that already ensue at Wardwick end of Becket Street will be further exacerbated if we cannot exit the area via Bramble Street. Welcome a meeting to discuss this further.	1	Proceed as proposed	
40	Heavily rely on delivery services and customer parking, cause major problems for deliveries. Problems caused by illegal parking by Albatross taxis after 9pm, poor lighting and lack of investment in this area. Please consider livelihoods in this area.	1	Proceed as proposed	
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41	Object to proposals to make Bramble Street one way. It would create a serious barrier to the businesses in the area as access would be restricted by the new detour. The Irish Association relies heavily on reasonable vehicle access to its premises both for goods and for service. We suggest that the current traffic system remains or that Bramble Street becomes a one way street going from Becket Street towards Curzon Street to complement the one way in Newland Street.			If the proposed one way were not introduced on Bramble Street it is likely that through traffic would continue to use the area to the detriment of other road users. Overall it is likely that access to the Irish Club will be less tortuous as the access to the new ring road will be far simpler than at present. It will be possible to access the club from the new Burton Road Roundabout, the new Abbey Street junction and the new Curzon Street Roundabout.

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<p>Friar Gate - Prohibition of motor vehicles except buses & taxis & waiting restrictions</p>				
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42	Inviting a serious (if not fatal accident), to add buses coming in the opposite direction is only going to add to the problems that already exists in the area.	1	Proceed as proposed	One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby. Modifying the location of the bus stop and shortening the head of the taxi rank, which is fed from a nearby rank, will provide opportunity to load goods outside the Sony Centre.
43	Parking on lower part of Friar Gate should be on outbound side so better visibility to see any cyclists.	1	Proceed as proposed	
44	Potentially very dangerous to maintain parking on the north side of Friar Gate with buses allowed to travel into the city.	1	Proceed as proposed	
45	We require ability to load outside our shop, customers need to collect their goods. All other stock needs to be loaded from outside. This measure will cause massive hardship to an already struggling retailer (Sony Centre).	1	Amend Proposal	
46	Also have concerns re safety with regards 2 way for buses traffic on Friar Gate.	1	Proceed as proposed	
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				<p>Despite the proposed presence of contraflow buses, cycles and taxis on the northern side of Friar Gate, it is intended that the parking provision on this side of Friar Gate will remain as at present. Due to the number of side roads or accesses on the southern side, together with the existing kerb heights, there are more parking opportunities on the northern side of Friar Gate than on the Southern side. There is also an existing cycle lane at this location which could potentially cause conflicts between motorists and cyclists.</p> <p>It is recognised that parking on the offside of the road facing oncoming vehicles will result in reduced forward visibility when emerging from parking spaces. However this practice is not uncommon elsewhere in the city and there will be relatively low numbers of city centre bound vehicles. On the stretch of Friar Gate between Bridge Street and Stafford Street consideration will be given to marking out a buffer zone to minimise conflict. On the remaining stretch of Friar Gate east of Stafford Street vehicle speeds are likely to be much lower as space is more constrained and there is more street activity. In these circumstances it is considered acceptable to retain offside parking on Friar Gate.</p>
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Wardwick - Stopping/waiting restrictions				
47	We will not be able to load/unload outside our shop. These proposals make matters much worse, many of us will have to relocate.	1	Proceed as proposed	<p>One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby.</p> <p>Extra provision is being made for two loading bays within the Wardwick and a further loading bay on Cheapside to help with the operational requirements of businesses in the area. The closure of Becket Street will also provide further informal loading and unloading opportunities as this activity is exempt from waiting restrictions.</p> <p>Picking up and setting down is also exempt from waiting restrictions and there are a number of nearby locations where this activity can be carried out.</p>

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48	Objection to no stopping at any time between Charcoal Grill and Ashley's Clothing Maintenance Co. Planning to increase businesses by enabling customers to phone their orders through for collection when they arrive at the shop - this activity was perfectly permissible under the old traffic regulation orders because customers are permitted to park on double yellow lines to collect items already ordered. Also intend to deliver orders to customers who have ordered by email. All the food is cooked in the front of the shop, we need access to delivery vehicle to enable food to be delivered to our customers.	2	Proceed as proposed	
49	Have a serious impact on the businesses and company's proposals for the properties which its owns in The Wardwick	1	Proceed as proposed	
50	Loading bays situated considerable distance away from my takeaway	1	Proceed as proposed	
51	No stopping order for being imposed extremely difficult for regular deliveries.	1	Proceed as proposed	
52	No stopping at any time except buses outside our properties will cause problems for day to day operation of our business. New proposals will make us unable to pick up staff from our offices.	1	Proceed as proposed	
No.	Objections	Total	Officer Recommendation	Reason for Recommendation
53	To make a bus lane for only nine bus movements during the working day seems illogical, particularly when it prevents much needed access to our premises	1	Proceed as proposed	The Wardwick bus stops are well established and it is a popular location to catch a bus. Approximately 350 buses a day will use this route and is considered appropriate to retain stops at this location.

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54	Wardwick Bus Stops - less usage than used to have but the two stops are not being amalgamated. No stopping restrictions have disastrous impact on businesses operating in this section of Wardwick.	1	Proceed as proposed	
St Michael's Lane - One way for all vehicles				
55	Currently major congestion particularly at peak times at the junction of St Michael's Lane and Queen Street which would be further exacerbated by closing the exit from St Michael's Lane on Sowter Road.	1	Proceed as proposed	<p>In November 2002 the Council received a petition from the residents of Christchurch Court asking for a restriction for traffic using St Michael's Lane. The petition was for a one way plug for the narrow section of St. Michael's Lane, in the direction away from the Sowter Road junction. The direction of travel was determined by the fact that access to the city centre from Chester Green area would otherwise be extremely difficult.</p> <p>The proposed one way plug allows traffic to travel in one direction only for a short length. This retains access to all premises from both ends of the road, other than Christchurch Court and also minimises unnecessary through traffic. This helps to contribute to lowering carbon emissions, congestion and improving air quality in the area.</p>
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56	Strongly object - prevents vehicles from our two accesses towards Sowter Road, long queues form to gain accesses into Queen Street, difficulties experienced will be considerably increased. The same will apply to vehicles using the Cathedral Car Park which some of our staff use.	1	Proceed as proposed	<p>As there were proposals to carry out other work, as part of the Connecting Derby scheme within the area, it was decided that this would be included with the other traffic management proposals of the scheme. The plans for the traffic management proposals for the Connecting Derby scheme were included within the Environmental Statement supporting the Planning Application which was approved in November 2006. The junction of Queen Street and St. Michael's Lane should be made no worse than it is at present. This is due to the change in the traffic patterns in the area that will occur as a result of the new proposals, as it is anticipated that more vehicles will use the new ring road.</p> <p>Specific cycle improvements are planned at the nearby Full Street junction to assist cyclists and this provides alternative routes to access Sowter Road. We do, however, intend to conduct peak time cycling surveys to understand the impact more fully.</p>
57	Run and own the car park on Sowter Rd/ St Michaels Lane, the proposed one way will make our business struggle even more if you are stopping access from St Michael's Lane. Our customers will have to travel further around the one way system. Businesses are already struggling this will be detrimental.	1	Proceed as proposed	
58	Objection unless there is a contra-flow cycle lane.	1	Proceed as proposed	
59	Detrimental effect of cutting Sowter Road in two on the charitable and commercial services provided to the citizens of Derby (and beyond) by the Diocese of Derby.	1		

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<p>Stafford Street/ Ford Street/ Friar Gate Junction - Prohibition of right / left turns for all vehicles</p>				
<p>60</p>	<p>Cyclists wishing to turn left into Stafford St or Lower Friar Gate will use the access points for the toucan crossing – can this be legitimised</p>	<p>1</p>	<p>Proceed as proposed</p>	<p>Toucan crossings are provided across Stafford Street and Friar Gate which will permit left turn movements by cyclists.</p>
<p>No.</p>	<p>Objections</p>	<p>Total</p>	<p>Officer Recommendation</p>	<p>Reason for Recommendation</p>
<p>61</p>	<p>Object to the banned turns at Friar Gate/Ford Street junction traffic travelling along Friar Gate have to make an unnecessary and lengthy journey up Friar Gate and Agard Street.</p>	<p>1</p>	<p>Proceed as proposed</p>	<p>Capacity calculations at the junction have shown that, unless all of the banned turns remain as proposed, the safe operation of the junction will be put at risk, and that unacceptable queueing at the junction will result.</p>

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Cavendish Street - One way for all vehicles				
62	Essential cyclists can have an exemption to the one way.	1	Proceed as proposed	<p>One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby.</p> <p>There is no physical room to allow any left turning traffic out of Cavendish Street onto Ford Street as this would conflict with the proposed pedestrian crossing.</p> <p>If cyclists were exempt from the one way they would have to turn left onto Ford Street. This seems an unlikely manoeuvre as cyclists can simply remain on Friar Gate.</p> <p>'Access to Premises Only' signs will be installed on Cavendish Street to deter through traffic.</p>

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63	Strongly object that the left turn out of Cavendish Street is being revoked. For a number of reasons; Residents and businesses must exit by turning right onto Friar Gate – very dangerous junction , poor visibility; Through traffic from Wardwick revoked, Ford St is two way, no right turn from Cavendish St, so therefore no gain as a rat run; Left turn on one way system far safer; Car park on Ford lane vehicles enter and exit via multiple lanes - how has this been allowed; Raised issue of residents only access and parking for Cavendish Street; Can it be residents only for left turn out of George St..	1	Proceed as proposed	
No.	Objections	Total	Officer Recommendation	Reason for Recommendation
				<p>Currently all vehicles turn right only out of George Street. This manoeuvre is not considered dangerous but it is accepted that the situation would be more complex when a limited number of vehicles can travel in a city bound direction.</p> <p>Permitting private vehicles to turn left out of Cavendish Street would make it much more difficult to enforce the proposed contraflow restrictions on Friar Gate which are limited to hackney carriages, cycles and buses.</p> <p>As there will be less traffic lanes to cross when entering and leaving the well established car park on Ford Street, the situation is considered less dangerous than previously.</p>

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Cheapside Loading Bay				
64	Object to proposed loading bay directly outside the salon. The businesses in Cheapside do not require a loading bay, only deliveries are to Seymours pub outside trading hours. My business would be totally blocked off by lorries and vans who would be delivering to businesses on Wardwick. I rely on passing trade, buildings are of local historical importance.	1	Proceed as proposed	Many businesses in the area have expressed a desire for loading / unloading facilities over the years. The proposals have been designed to suitably address these concerns. The loading bay suggested on Cheapside would service not only the businesses on Cheapside, but would also help businesses close to this vicinity
65	Loading bay not required in Cheapside,	1	Proceed as proposed	
No.	Objections	Total	Officer Recommendation	Reason for Recommendation
66	Bay will be abused,	1	Proceed as proposed	The vibrancy of the city centre businesses is extremely important to the local authority, and one of our top priorities. As the loading/ unloading of goods and services are only transient movements, these activities will have little impact on the appearance of the area. If the proposals are adopted, any potential for abuse of the new loading bay will be reduced by planned swift enforcement action.
67	Appearance of the area will suffer,	1	Proceed as proposed	
68	Road safety concerns	1	Proceed as proposed	

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<p>Alma Street - One way for all vehicles</p>				
<p>69</p>	<p>Alma Street - request for a pass through provided for cyclists.</p>	<p>1</p>	<p>Proceed as proposed</p>	<p>Specific cycle improvements have been provided on the adjacent Mercian Way. Cyclists heading South down Abbey Street who wish to enter the Stockbrook Street estate will most likely use Stockbrook Street. Cyclists on the new ring road will most likely be using the off - road shared use facilities which link directly to Monk Street.</p>
<p>Uttoxeter New Road - Bus, hackney carriage and cycle Lane</p>				

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70	Police comments - needs to be self enforcing	1	Proceed as proposed	The proposed signs and road markings will be consistent with the Regulations, and, in the future we may investigate possible camera enforcement.
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For man Street - Waiting Restrictions				

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71	Council has failed to respond satisfactorily to our previous representations and to take account of our concerns	15	Proceed as proposed	<p>The Connecting Derby proposals will help to remove through traffic as the route will no longer be part of the inner ring road. This will provide more opportunity to provide parking. It is therefore proposed to introducing pay and display parking bays, in line with other similar city centre locations.</p> <p>Residents will be exempt from any charges associated with the proposed Pay and Display parking bays, subject to payment of a nominal fee. This fee will help the City Council to suitably administer, maintain and enforce the restrictions associated with these new parking bays for all other vehicle users' who may wish to park their vehicles in these bays.</p> <p>Businesses will also be able to load and unload, as necessary, on both the existing double yellow lines in the area, as well as when they are in the marked Pay and Display parking bays, providing that it is safe to do so.</p>
72	Plans are disproportionate to the requirements of the area already ample pay and display in the immediate proximity and that businesses on the street already have their own off street Parking.	15	Proceed as proposed	
73	Proposals will result in a continuation of current situation in which we are unable to park on our own street or anywhere in the neighbourhood	15	Proceed as proposed	
74	Council's justification for pay and display that the road is mixed use is not based on data and therefore insubstantial and cannot be sustained.	15	Proceed as proposed	
75	Get regular deliveries at the front of the premises for deliveries of materials and daily collections from carriers. Unloading has to be done manually or with a pallet truck and can take time. The road is not wide enough to accommodate the width if three vehicles, the daily operation of the businesses would be seriously affected if vehicles were allowed to park in close proximity to our premises.	1	Proceed as proposed	

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76	Granting residents only parking in Forman Street will not hamper the smooth running of our business in any way, as there is ample pay and display parking in the area for any visitors.	1	Proceed as proposed	
No.	Objections	Total	Officer Recommendation	Reason for Recommendation
General Comments				

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77	Concerns over only access into Cathedral Quarter for clockwise traffic on IRR is through Cathedral Road. A serious incident could bring Cathedral Quarter to a standstill.	1	Proceed as proposed	<p>One of the main aims of the Connecting Derby scheme is to improve facilities for buses, taxis and cyclists, to encourage greater numbers of people to use more sustainable modes of transport and reduce their use of the private car, and hence contribute to lowering carbon emissions and congestion. This is particularly beneficial within the city centre as it helps to promote a healthier, more attractive and safer environment for shoppers and visitors to Derby.</p> <p>Although it is recognised that some motorists, who wish to make specific journeys across restricted cordons will be disadvantaged, the proposed changes will benefit most road users and in some instances new routes will be quicker or shorter. Similar access restrictions introduced in Victoria Street and Albert Street have created a more pleasant city centre environment and the proposals for Cheapside and Wardwick will very much compliment existing city centre traffic management measures to support a better shopping environment.</p> <p>The access to Parksafe Car Park and the Cathedral Quarter will be suitably signed from the new ring road. A new improved junction has been constructed near Radio Derby specifically to improve access to the Cathedral Quarter and public car parks in the area.</p>
78	Access to Friar Gate if unable to find a parking space then have to go all round Agard Street to look for an alternative.	1	Proceed as proposed	
79	Suggest no changes to be made in Cathedral Quarter for six months to enable IRR to be completed and see the impact.	1	Proceed as proposed	
80	I do not understand you design criteria is to prevent cross traffic through the City.	1	Proceed as proposed	

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81	Traffic will approach from Littleover and Mickleover and will use Curzon Street as their actual point of access to the shopping/office area. They will look for multi-storey car parks and there are none as they are denied access to Bold Lane. Stafford Street/Ford Street will aggravate the situation, it is far better for traffic to cross over to Cheapside and park at Bold Lane. An alternative is to build a multi-storey car park in Curzon St/ Becket St area. The ratepayers of Derby are demanding this side of Derby should be restored after twenty years of planning blight. They want quality accessible car parks they do not want to struggle to find an on street parking spot.	1	Proceed as proposed	
No.	Objections	Total	Officer Recommendation	Reason for Recommendation
				<p>In the event of an emergency the Police have powers to direct traffic along any available route. The completion of the ring road will also provide clockwise or anticlockwise alternatives for road users to reach their intended destination.</p> <p>We will work with businesses to provide updated delivery, parking and access information to help suppliers, customers and visitors to better understand the best routes to shops, car parks and business premises.</p> <p>The city centre has a finite number of car parking spaces available at any one time. So, if there are no suitable spaces available, then it may be the case that parking will need to be found elsewhere in the city. There would, of course, be additional spaces on Friar Gate, which could provide more opportunities for people to use.</p> <p>The proposals are a package of measures which have Government funding.</p>

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82	Request for bus stop on Friar Gate near to Stafford St junction	1	Amend proposal	It is intended that the request for a bus stop on Friar Gate near to Stafford St junction be granted. Although this is not in accordance with the original proposals, the full Made Order will be amended to reflect this agreed change.
No.	Objections	Total	Officer Recommendation	Reason for Recommendation
Stafford Street / Friary Street (works done through side roads order)				
83	Stafford Street - request for cycle lane into Friary St	1	No action to be taken	As part of the Side Roads Order this work has already been carried out.
Mount Street				

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84	Cabinet Member discussions with officers over parking charging policy outside the inner ring road		Amend proposal	<p>The proposal for parking on Mount Street is for limited waiting 8am - 8pm Monday to Saturday, and 10am - 4pm Sunday. Parking is limited to 2 hours with no return within 1 hour (permit exemptions are available to residents and businesses who can demonstrate a need to use vehicles from their address). Disabled people who have a blue badge can park within the limited waiting bays for free.</p> <p>In light of concerns raised by organisations on Charnwood Street the proposals have been reviewed and it is felt more appropriate to amend the proposals, in line with other streets, to be more consistent with parking restrictions outside the inner ring road. This would provide limited waiting parking between 8am - 6pm Monday to Saturday, and 10am - 4pm Sunday. Parking would be limited to a maximum stay of 4 hours.</p>
Mo nk Stree t				
85	Cabinet Member discussions with officers over parking proposals on Monk Street		Amend proposal	A short length of parking is proposed on the east side of Monk Street adjacent to Abbey Street car park. This proposal has been reviewed and it is proposed to remove the parking to improve road safety at this location.