

# **Royal Derby Hospital**

## **Monitoring of Parking Measures**

### **Introduction**

In 2011 a permit parking scheme was introduced on streets in the Littleover area that were suffering from commuter parking from staff at the nearby Royal Derby Hospital. Since the expansion of the hospital around the first half of the last decade parking has been an issue for many of the residents of the surrounding streets. Staff from the hospital were choosing to park in nearby streets rather than making use of the facilities provided by the Royal Derby Hospital.

A combination of the permit parking and a reduction in staffing numbers at the hospital has meant that the scheme has been largely successful. There are, however, a few small areas where commuter parking is still a problem. This is mainly due to a hard core of staff, who for whatever reason, still choose to park some distance away on the periphery of the scheme and walk in.

### **Scope of the Report**

This report seeks to determine the overall extent of the continuing commuter parking problem through a series of parking surveys and to make recommendation on how best to tackle any issues found.

### **Data Gathering**

Through knowledge from local residents, Councillors and initial observations a list of streets to be included in the surveys was presented to the Littleover Neighbourhood Board Parking Sub Group in the first instance as this scheme is considered a "Littleover Priority". Once this was agreed the list was made available to both the Abbey Neighbourhood Board and the Mickleover Neighbourhood Board as some of the issues were in their area. A few extra suggestions made by the Abbey and Mickleover Boards were added to the survey.

Surveys were carried out at different times of the day and on different days of the week to ensure that a broad spectrum of the types of parking could be viewed. It was important to determine the residual level of parking that occurs when the hospital's impact is at its least so that it was possible to establish the additional parking that occurs when the hospital's impact is greatest.

The surveys that were carried out are shown in the table below.

Survey No.	Date of Survey	Time of Day (start of survey)	Level of Hospital Impact
1	Friday 6 <sup>th</sup> January 2012	10 am	High
2	Tuesday 17 <sup>th</sup> April 2012	2 pm	High
3	Wednesday 2 <sup>nd</sup> May 2012	10 am	High
4	Thursday 24 <sup>th</sup> May 2012	10 am	High
5	Sunday 29 <sup>th</sup> April 2012	9 am	None

The data from the surveys is shown in more detail in appendix 2 of this report.

### **Evaluation of the Data**

The data gathered from the surveys clearly shows which streets are impacted by hospital parking and which are not. Each street has been categorised in the table below depending on how it is impacted and to what extent this differs from the residual amount when the hospital has no effect. In the latter case the survey was carried out on Sunday 29<sup>th</sup> April 2012.

Street	Number of Parked Vehicles					Comments (see below)
	S1	S2	S3	S4	S5	
<b>Littleover Ward</b>						
Heath Avenue	A	A	A	A	A	1
Harrington Road	7	9	7	8	8	1
Wade Avenue	20	19	27	22	22	1
Wade Street	7	5	6	5	8	1
North Street	11	13	22	11	14	1
Snelston Crescent	1	5	3	1	2	2
Eastwood Drive	16	17	16	14	12	3
Chain Lane/Muirfield Drive	A	A	4	5	0	4
<b>Mickleover Ward</b>						
North Avenue	0	4	7	0	7	5
Eastleigh Drive	0	3	0	0	0	5
Brisbane Road	1	3	0	0	2	5
Canberra Close	0	0	0	0	0	5
Dunedin Close	0	0	0	0	0	5
Hobart Close	0	0	0	0	0	5
Western Road (as far as Cavendish Way)	3	2	1	0	1	5
Western Road (closed off section)	6	7	5	11	3	6
Arundel Avenue	18	16	20	16	10	7
Newton Green	0	0	0	0	0	5
Chevin Avenue	2	6	4	7	3	5
Girton Way	6	3	5	4	0	8
Bishops Lonsdale Way	0	0	0	0	11	5

Magdalene Drive	0	0	0	0	2	5
Wells Road	0	1	3	0	0	5
Bristol Drive	0	0	0	0	0	5
Wade Drive	2	3	3	0	3	5
Bath Road	0	0	0	0	0	5
Cavendish Way	10	10	5	0	7	5
Stanedge Green	0	4	5	5	15	5
Bradwell Close	0	0	0	0	0	5
Abney Close	0	0	0	0	0	5
Holmesfield Drive	0	1	1	3	0	5
Little Longstone Close	0	0	0	0	0	5
<b>Abbey Ward</b>						
St Albans Road (unrestricted section)	16	15	22	19	14	9
St Swithin's Close	15	18	14	16	24	9
Louvaine Road	26	29	34	30	12	9
Crecy Close	0	7	4	3	5	9
St Quentin Close	0	0	2	0	6	9
Namur Close	0	0	2	0	0	9
Farley Road (from ring road to Louvaine Road)	11	12	9	17	10	9
St Cuthbert's Road	9	17	16	10	6	9
St Wystan's Road	8	5	7	11	9	9
California Gardens	6	8	5	5	6	5
Albany Road	30	31	40	34	19	10
Thornhill Road	21	19	20	21	5	10
Connaught Road	11	11	16	15	0	10
Trowels Lane	16	20	23	16	27	10
Yoxall Drive	0	0	0	0	0	12
Grangeover Way	0	3	2	4	5	12
Hayford Place	0	0	0	0	0	12
Mayvale	0	0	0	0	0	12
Westfield Grove	0	0	0	0	2	12
Radcliffe Drive	A	12	8	7	23	5
Rowditch Place	A	10	9	8	12	11
Rowditch Avenue	A	B	20	10	19	5
Mill Point	Private Parking Area					

Notes

A. No data recorded

B. This road was full of parents picking up children from Bemrose School during the survey so as it is not representative of the rest of the day data was not recorded.

## Explanation of Comments and Recommendations

1. These streets were principally parked up equally on a week day and a weekend. The parking during the week was a mixture of residents and shoppers for the district centre whereas the parking at weekends

appeared to be a mixture again but with more residents than shoppers. There was no evidence of hospital parking on these streets.

### **Recommendation**

No further action at this stage.

2. Snelston Crescent had very little parking on it and there is no evidence of commuter parking at all.

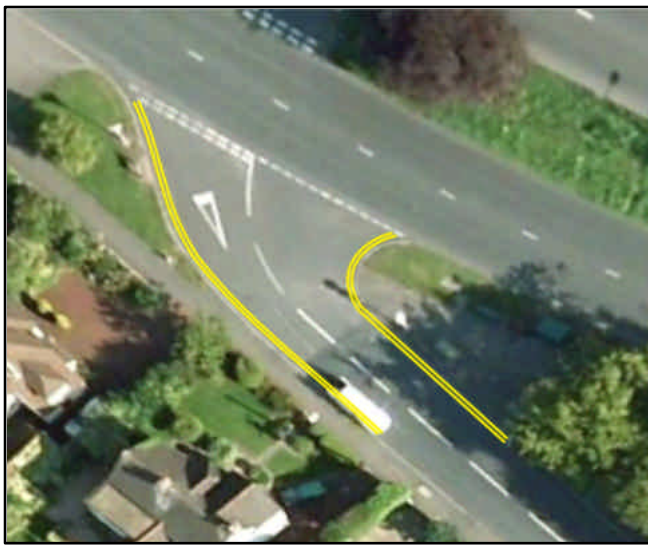
### **Recommendation**

No further action at this stage.

3. There was clear evidence of commuter parking on Eastwood Drive. The parking tended to fill up from the northern end and thinned out towards the southern end. The parking at weekends tended to be of a similar but slightly lower level was more spaced out along the length. The parking on the northern end was problematic on occasions when vehicles were parked very close to the junction with Manor Road.

### **Recommendation**

Introduce No Waiting at Any Time restrictions to provide protection at the junction with Manor Road. The approximate extents of the restriction are shown below.



4. The parking around the Chain Lane/Muirfield Drive junction can clearly be attributed to staff from the nearby children's nursery. There are four or five cars regularly parking on the Muirfield side of the crossroads junction but these tended to be away from the junction and not in front of residential properties. There were no visibility issues when approaching this junction from Muirfield Drive side or when exiting from Chain Lane.

#### **Recommendation**

No further action at this stage.

5. These streets showed no evidence of a hospital commuter parking problem.

#### **Recommendation**

No further action at this stage

6. This part of Western Road showed evidence of commuter parking. Whether it was directly linked to the hospital or it was people making use of the very frequent Mickleover bus service to the city centre could not be ascertained.

#### **Recommendation**

Waiting limited to 2 hours from Monday to Friday 8am to 6pm with permit holder exemption should be introduced on this section of Western Road. No Waiting at any time should be placed around the turning head at the southern end of this part of Western Road.

7. Arundel Avenue showed evidence of commuter parking. Whether it was directly linked to the hospital or it was people making use of the very frequent Mickleover bus service to the city centre could not be ascertained. There was a high concentration of parking at its southern end close to Uttoxeter Road during the week. At weekends the parking was more spread out and clearly residential.

#### **Recommendation**

Implement a small length of No Waiting At any Time restrictions to protect its junction with Uttoxeter Road. Allow parking to continue on the remainder of the Avenue as it is fairly well disciplined, opposite residential properties and did not appear to cause any problems.

8. There is evidence of a small amount of parking on the section before the housing starts but it is not clear if this is commuters to the hospital or contractors for the development. It does not appear to present any problems.

### **Recommendation**

No further action at this stage.

9. St Albans Road showed evidence of similar levels of parking during the week and weekend. It appears that residents' parking in the evening and weekends are replaced by a similar level during the week of commuters and residents, however the parking did not appear to impede driveways and did not feel too congested.

St Swithin's Close had more vehicles parked at the weekend than during the week demonstrating that little or no commuter parking goes on here.

St Cuthbert's Road did show higher levels of parking during the week, this was concentrated close to its junction with St Albans Road.

St Wystan's Close did not appear to show evidence of commuter parking.

Louvaine Road showed strong evidence of commuter parking at the northern end close to its junction with St Albans Road. Here vehicles were double parked causing particular forward visibility problems.

St Quentin Close and Namur Close did not seem to be effected but Crecy Close did have more parking in the week than at the weekend. There is a path leading directly from the end of Crecy Close to Manor Road which may explain its attraction.

Farley Road did show some evidence of commuter parking and although stopped up to vehicular traffic pedestrians can gain easy access to Manor Road. There did, however, seem to be as many residents' cars in the evenings and at weekends.

### **Recommendation**

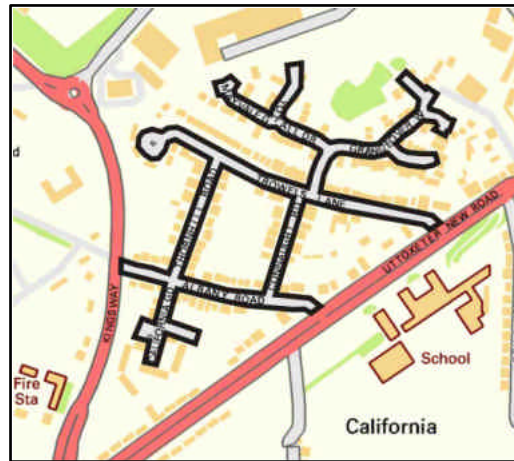
Waiting limited to 2 hours from Monday to Friday 8am to 6pm with permit holder exemption should be introduced on these streets. The restriction on St Swithin's Close should only go as far as St David's Close and the restriction on St Albans should go from Manor Road to the junction with Raddiffe Drive. The existing No Waiting restriction on St Albans Road should be revoked.



10. These streets showed very strong evidence of commuter parking causing some localised congestion. Hot spots seem to be on Albany Road and Trowels Lane where they join Uttoxeter Road.

### **Recommendation**

Waiting limited to 2 hours from Monday to Friday 8am to 6pm no return in one hour with permit holder exemption should be introduced on these streets. This restriction should also be applied to California Gardens to prevent the parking from migrating to this street once others are restricted. Consideration should be given to allowing the Nursing home on Thornhill Gardens to purchase permits for any employees or indeed any visitors that stay for more than two hours.



11. Rowditch Place did have parking during the week; however there was a higher level at the weekends. This street is some distance away from the Royal Derby and the parking is unlikely to be associated with it. It may be more likely to be from the commercial and retail properties on the opposite side of the Uttoxeter Road.

### **Recommendation**

No further action at this stage.

12. These streets showed no signs of commuter parking and they were largely free from parked cars both during the week and at weekends. However it is very likely that should restrictions be in force on the Albany Road, Trowels lane area then these streets will become the next attractor for commuter parking.

### **Recommendation**

Waiting limited to 2 hours from Monday to Friday 8am to 6pm no return in one hour with permit holder exemption should be introduced on these streets.

## **Summary of Recommendations**

Subject to successful consultation the following Traffic Regulation Orders are recommended.

No waiting at any time on both sides of Eastwood Drive to protect the junction entry and exit with Manor Road.

No waiting at any time on both sides of Arundel Avenue at the southern end to protect the junction with Uttoxeter Road.

No waiting at any time around the turning head on Western Road (southern Part).

Limited waiting 8am to 6pm Mon to Fri two hours, no return in 1 hour with permit holder exemption in the following locations.

- Closed off part of Western Road
- St Albans Road from Manor Road to Raddiffe Drive
- St Cuthberts Road
- St Wystans Road
- St Swithins Close from St Albans Road to St Davids Close
- Louvain Road
- Crecy Close
- St Quentin Close
- Farley Road
- Califomia Gardens
- Thornhill Road
- Connaught Road
- Trowells Lane
- Albany Road
- Yoxall Drive
- Grangeover Way
- Westfield Grove
- Hayford Place
- Mayvale Grove

All other streets should continue to be monitored through concerns and complaints but should receive no further action at this stage.

It is anticipated that following these restrictions there may be a further small displacement of some of the hard core element of hospital commuters. By adopting a strategy of allowing some parking provision where it is not too obstructive the problems this causes may diminish.

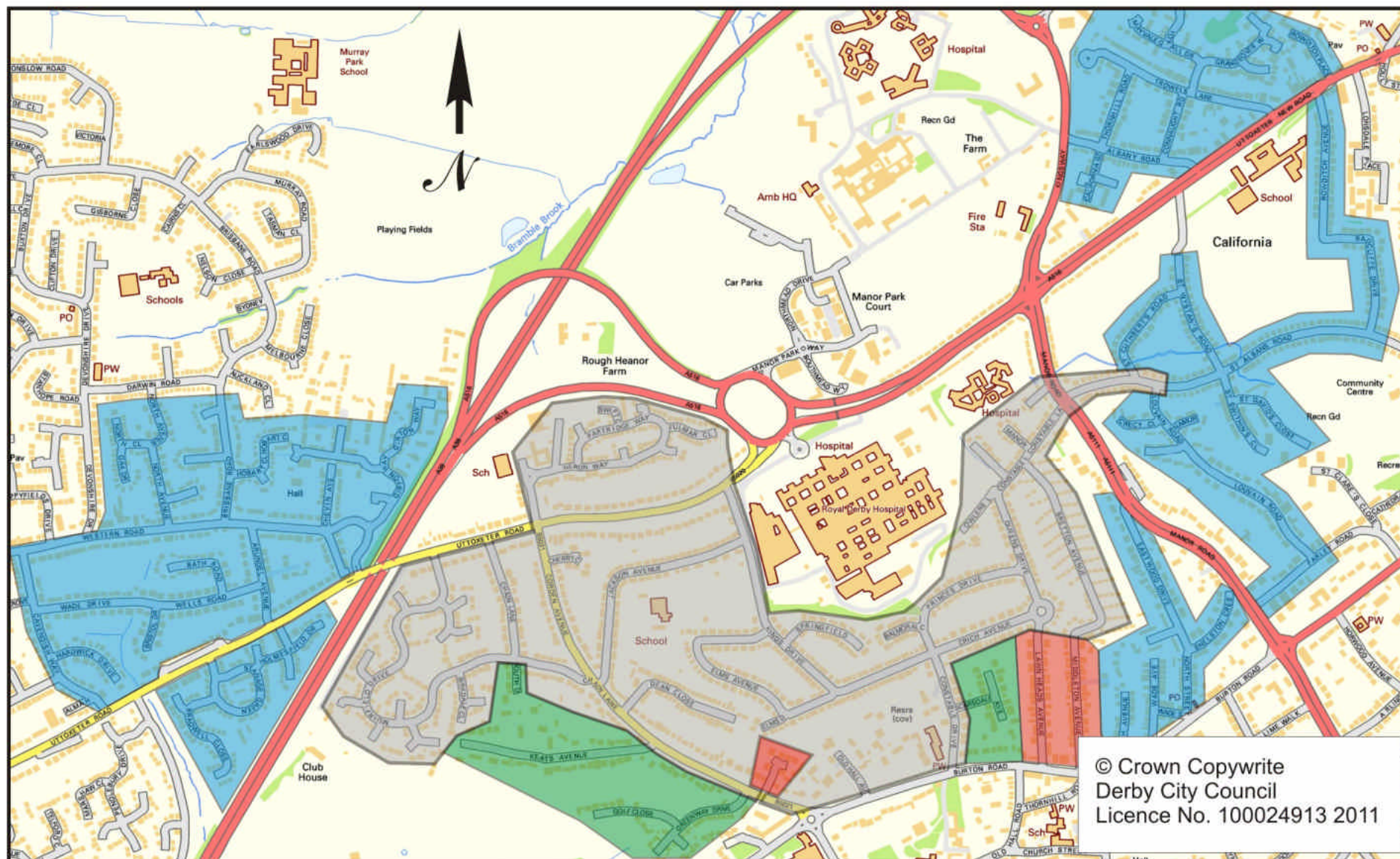
In terms of timescales and the way forward, again based on experience the implementation of any permit parking scheme will take around 6 – 9 months from start to finish.

END



# **Appendix 1 Plan of Study Area**

# Plan showing Study Area



- Streets were current permit holder restrictions apply
- Streets with no restrictions due to residents objections being upheld

- Private streets were no restrictions apply
- Streets considered during this study

## **Appendix 2 Surveys**

Survey 1. Friday 6 January 2012 @ 10am

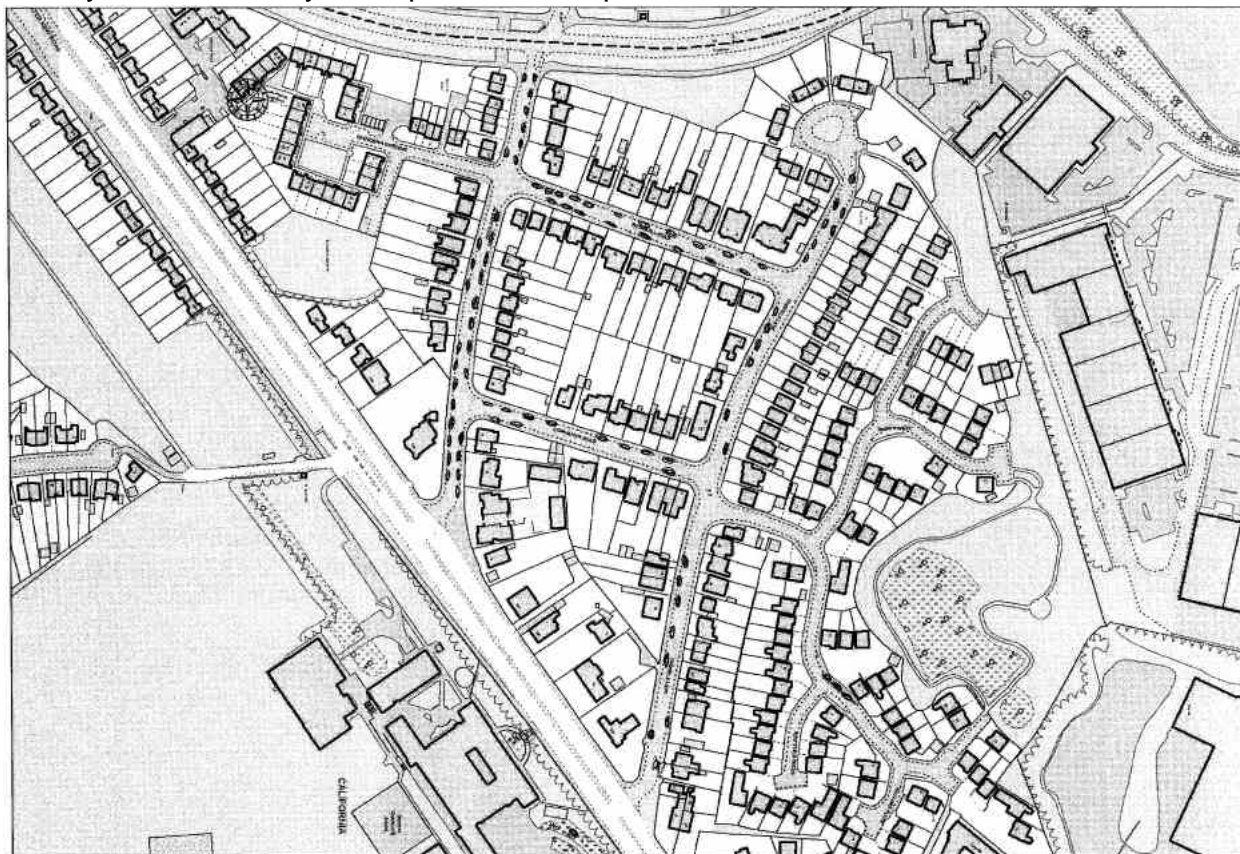








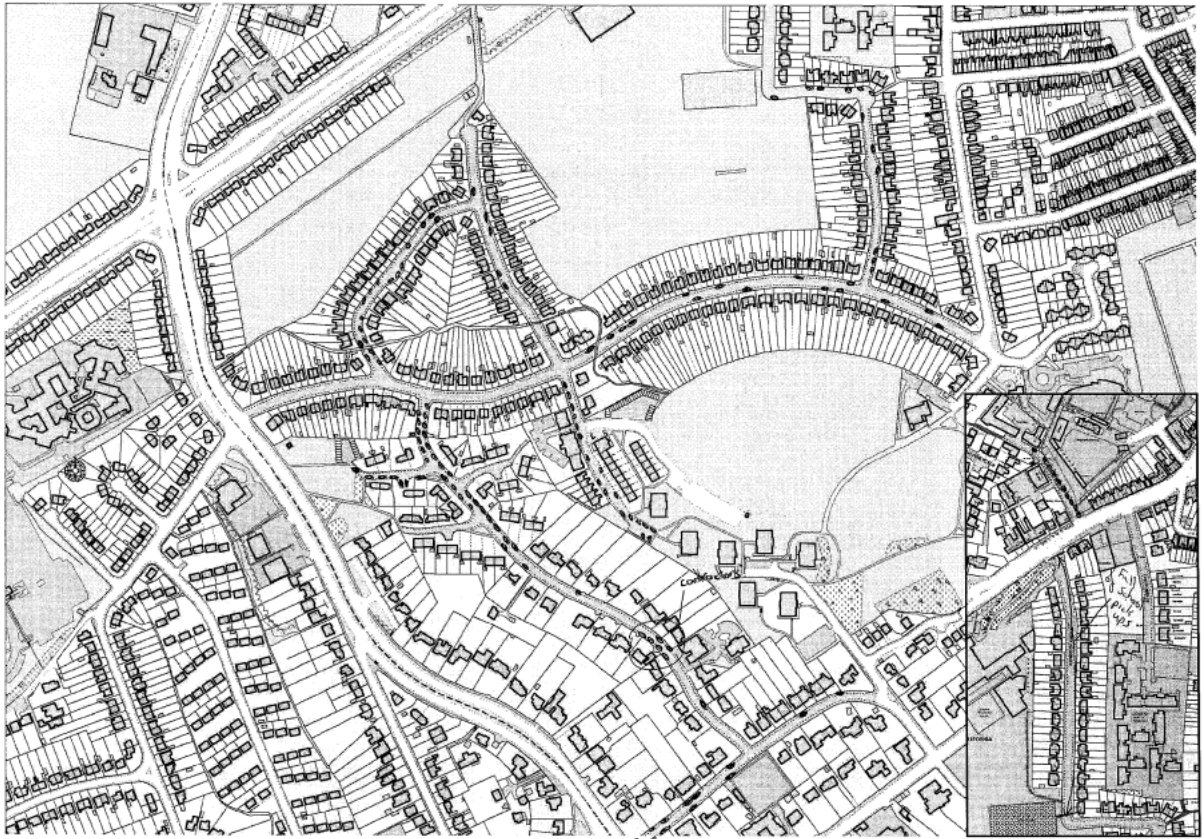
Survey 2      Tuesday 17<sup>th</sup> April 2012 @ 2pm



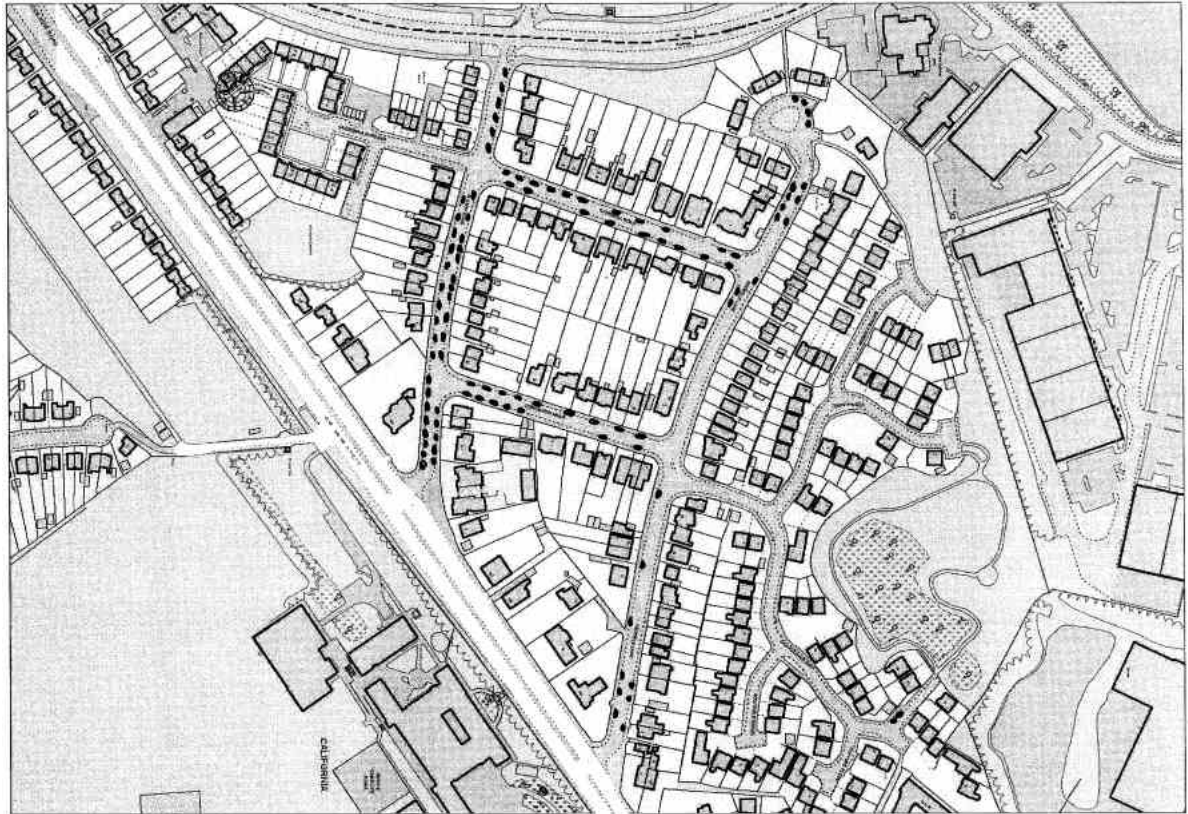






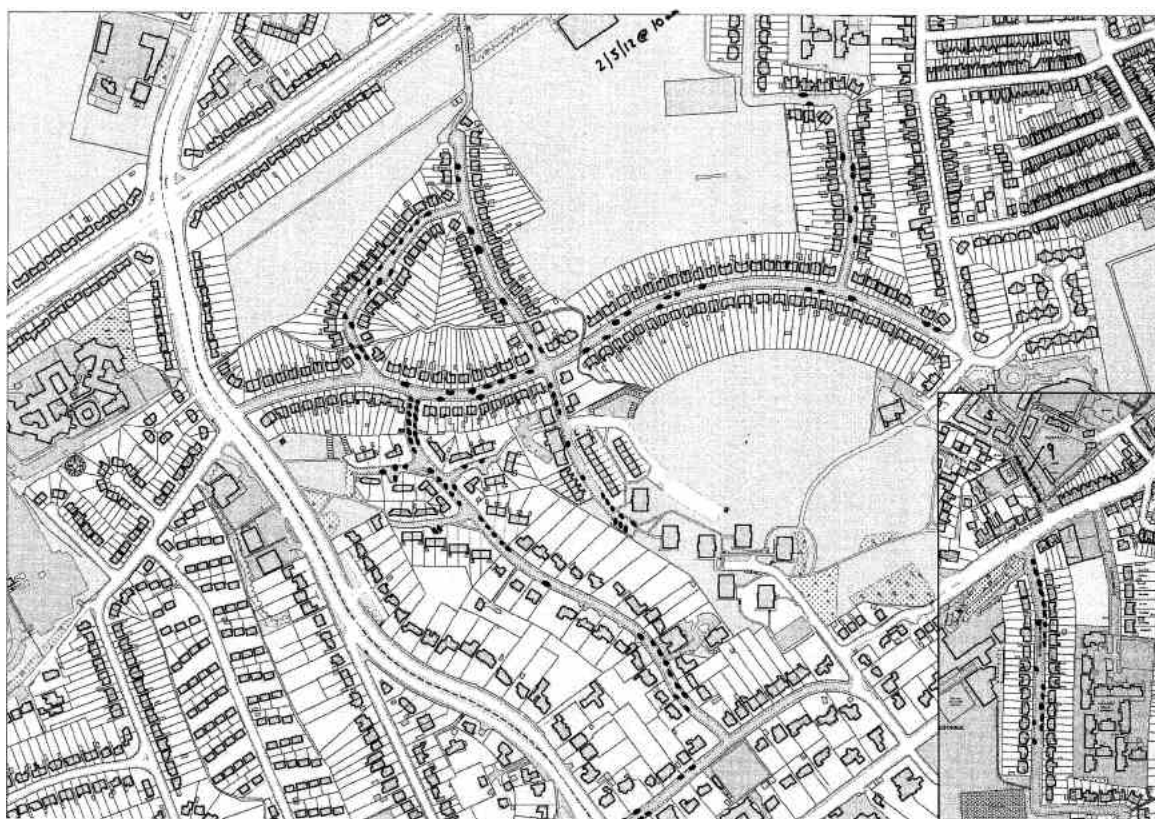


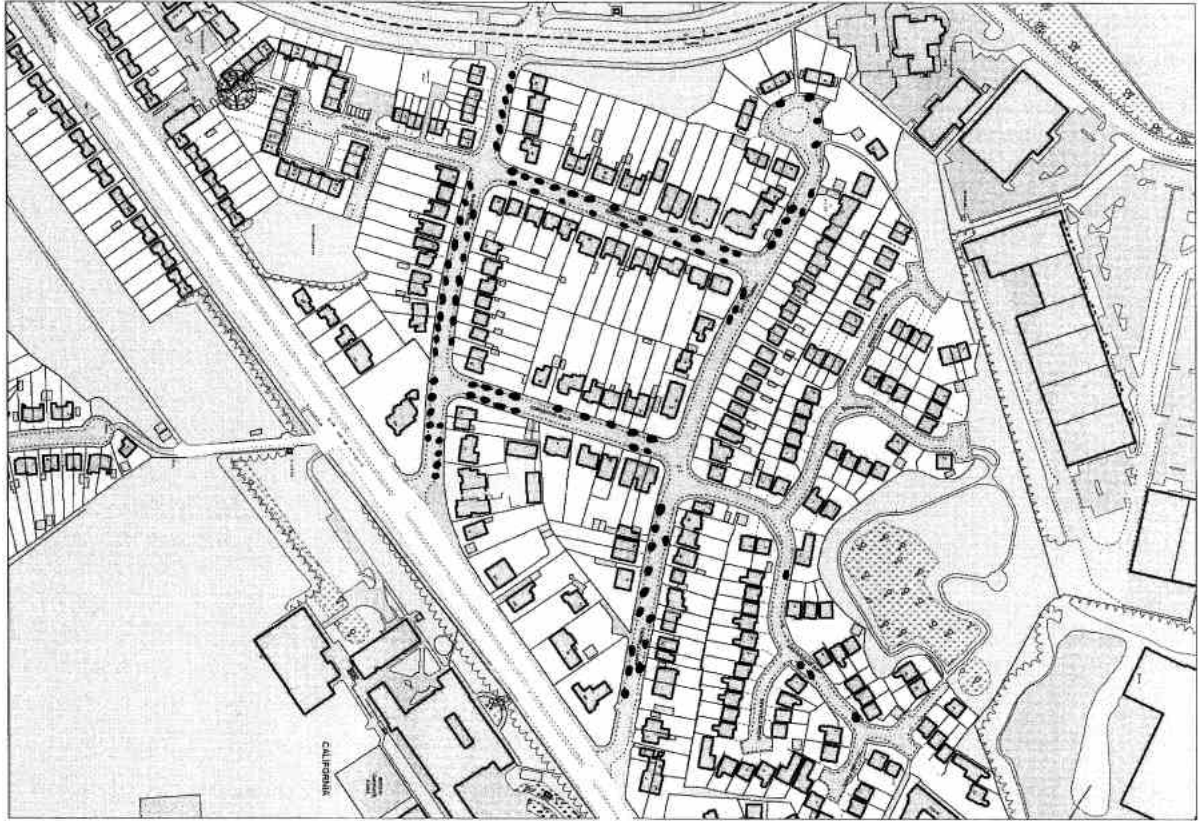
Survey 3      Wednesday 2<sup>nd</sup> May 2012 @ 10am





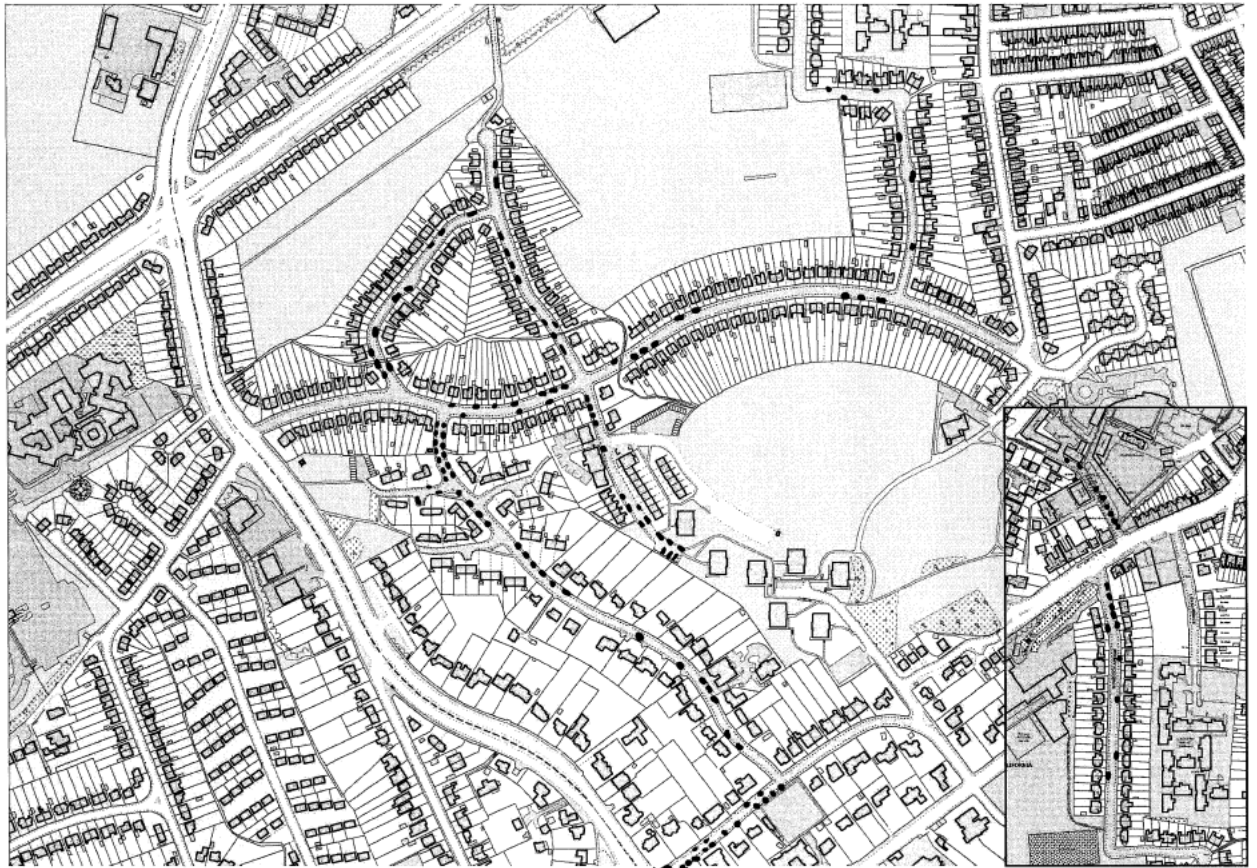






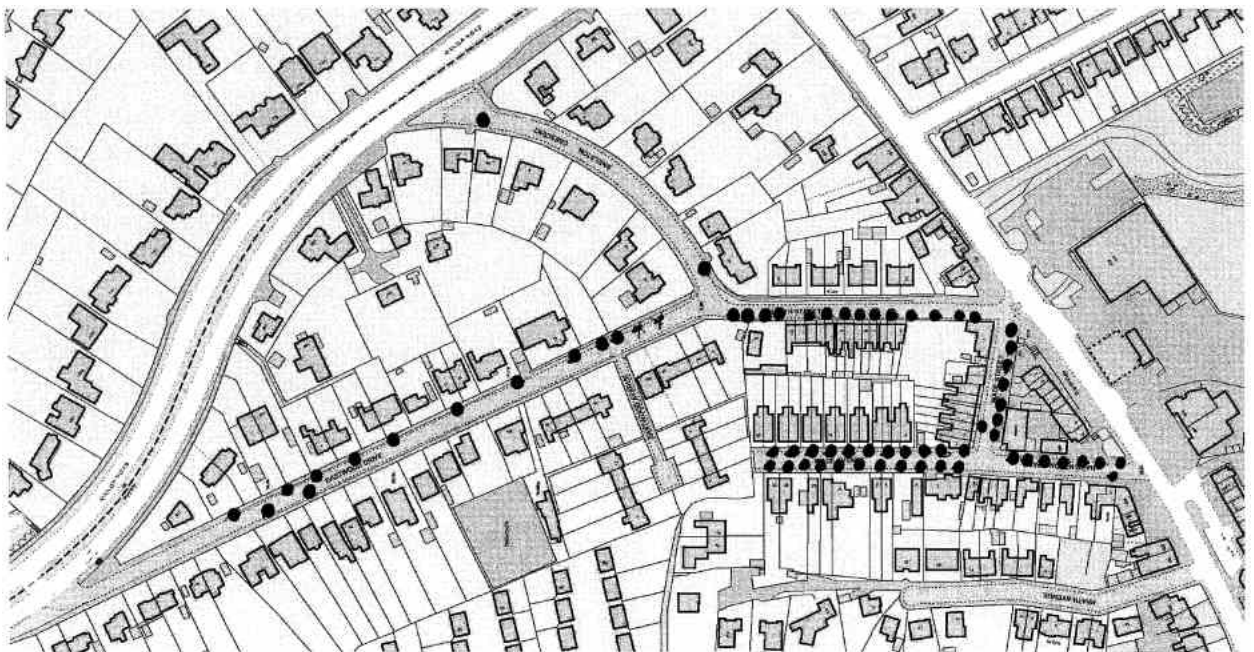
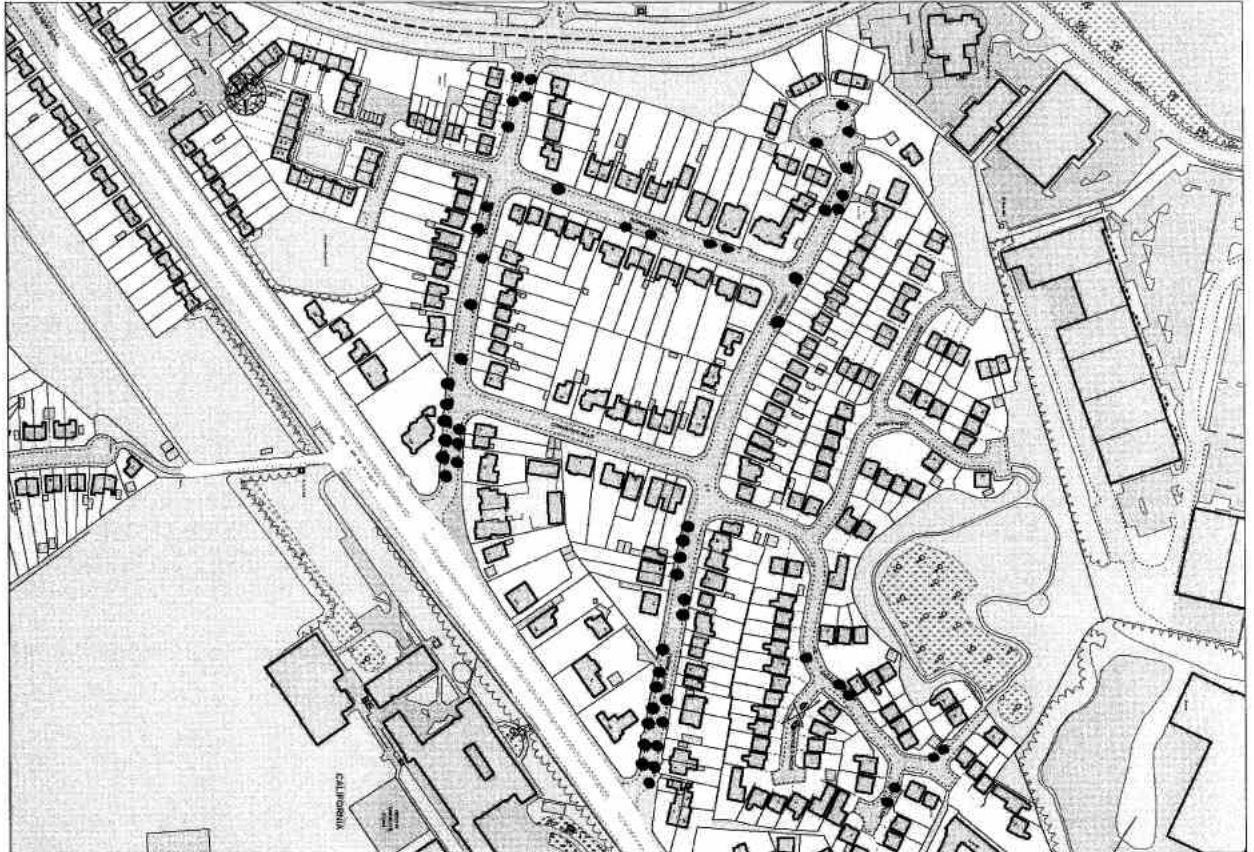






24/5 @ 10.50

Survey 5 Sunday 29<sup>th</sup> April 2012 @ 9am



SW 29/4 @ 9.45





