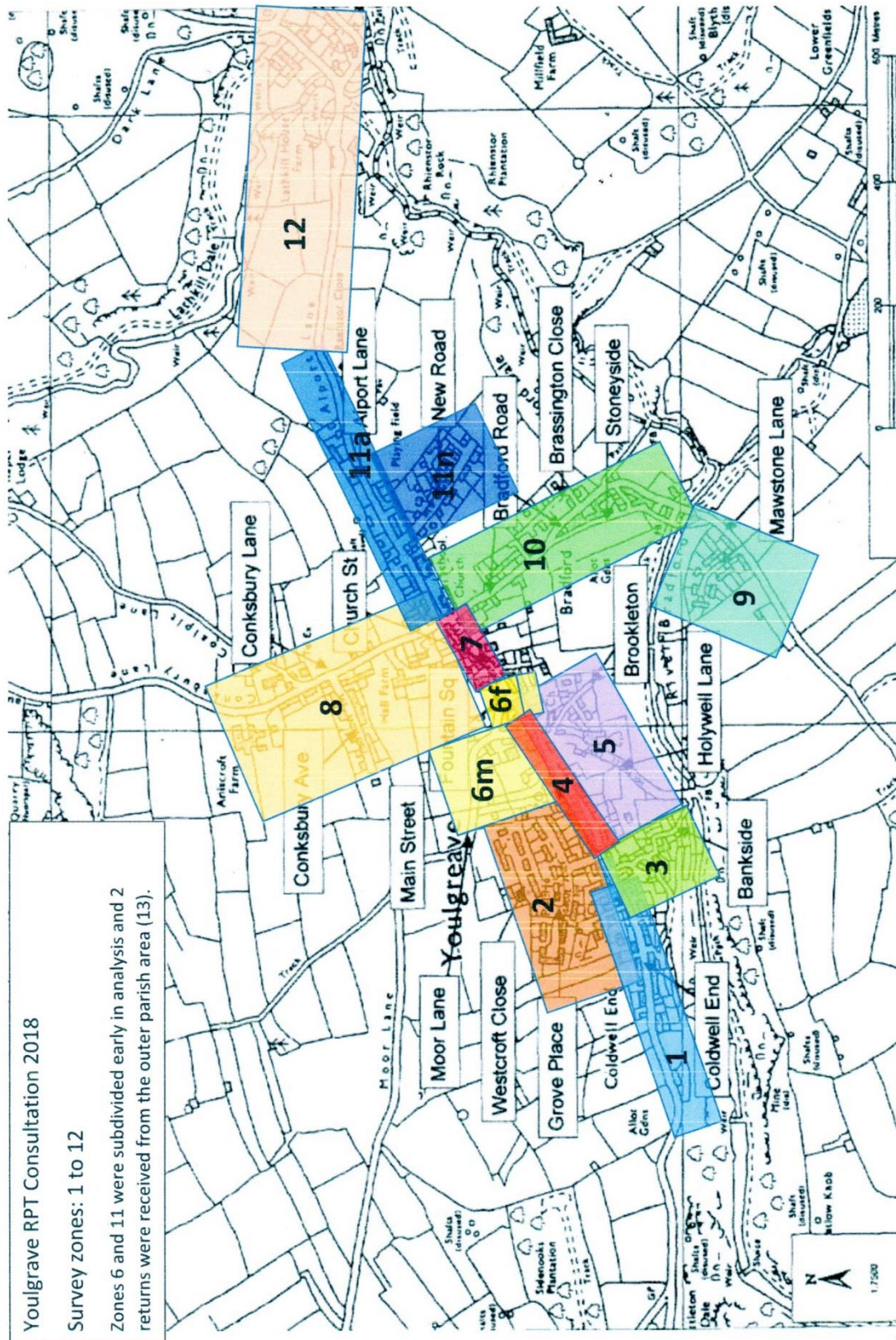


# Youlgrave Roads, Parking and Traffic Consultation

## 3. Analysis by Area

By providing street addresses the analysis could be broken down to show the problems and priorities area by area and the next section will give comment as to the needs for each.

It should be noted that the problems and solution ideas presented in each section are **from the whole survey** rather than just the residents of specific areas; and the percentages given here are subjective as this is volunteered information and reflects specific desires from those contributing to Sections 3 and 4 of the survey.



KEY: (0 not given) 1 Coldwell End; 2 Grove Place; 3 Bankside; 4 Main St; 5 Holywell and Brookleton; 6m Moor Lane; 6f Fountain Square; 7 Church Street; 8 Conksbury Lane; 9 Mawstone Lane; 10 Bradford and Stoneyside; 11a Alport Lane; 11n New Road; 12 Alport Hill and Alport; 13 Outer Parish

## **0 no road given**

We received 12 returns with no identifiable area. 25% park their cars on the road and 67% of their visitors do. The top priorities identified were:

- 1<sup>st</sup> Speed of traffic through the village
- 2<sup>nd</sup> Safe crossing points outside the school
- 3<sup>rd</sup> Parking which causes highway obstruction

## **1 Coldwell End**

From the Western edge of the village to the corner of the junction with Grove Place. 16 returns gave 0.86 cars per space. 44% of residents park on the road and 63% of their visitors. The top priorities identified were:

- 1<sup>st</sup> Safety of Pedestrians
- 2<sup>nd</sup> Parking preventing Emergency vehicle access
- 3<sup>rd</sup> Safe crossing points outside the school

The problems specifically identified are the parking of vehicles on top of the pedestrian area outside the Methodist Chapel and double parking issues, along with access to Bankside being restricted by parked cars. Speeding downhill by vehicles, tractors and cyclists are also issues with pedestrian safety fears and blind drive access. More passing places to discourage uphill speeding are also requested.

Solutions ranged from:

- A gateway at the entrance to the village to force downhill traffic to slow and give priority to departing traffic;
- A raised pavement or different coloured tarmac pavement, especially outside the chapel with users and residents parking up to the designated pavement and not on it.
- Expanding the car park at Coldwell End into the back field (permanently) with better signage into the car park.

## **2 Grove Place**

Grove Place, Hillside, Westcroft and Chapel Close.

17 returns gave 0.82 cars per space. 29% of residents park on the road and 82% of their visitors. The top priorities identified were:

- 1<sup>st</sup> = Safety of Pedestrians
- 1<sup>st</sup> = Parking preventing Emergency vehicle access
- 3<sup>rd</sup> Parking which causes highway obstructions

Specific problems are parking on the pavements obstructing pedestrians – especially with pushchairs and prams; and concerns of speeding for children playing out.

At the entrance to Grove Place it is noted that the bus stop waiting space is not aligned with the bus shelter and that Hulleys buses sometimes find it difficult to turn round due to the parked cars on both sides up to the junction.

Suggestions included turning more grassed areas into car parking, measures to prevent parking on the grass or removing the grass verges to widen the highway and moving the bus stop markings to the shelter and restricting on road parking at this point.

### **3 Bankside**

12 returns gave 4.87 cars per space. 67% of residents park on the road and 92% of their visitors. The top priorities identified were:

1<sup>st</sup> Parking for residents

2<sup>nd</sup>= Parking preventing Emergency vehicle access

2<sup>nd</sup> = Heavy goods vehicles travelling through the village

The main problem here is the narrow vehicle access being blocked regularly. Bankside also suffers from an identity crisis that has long plagued its maintenance. According to DCC Highways, the whole route down to the river at Holywell Lane is classed as a Highway, including the steps and despite repeated requests to move this to footpath status – thereby allowing third party maintenance and grant application (no success can be reported to date). Sadly the confusion has resulted in a deterioration of this historic route with overgrown lengths and grass growing up to dislodge and loosen the setts every season.

### **4 Main St**

From Grove Place junction to Fountain Square.14 returns gave 0.88 cars per space. 29% of residents park on the road and 79% of their visitors. The top priorities identified were:

1<sup>st</sup> Safety of Pedestrians

2<sup>nd</sup> Speed of Traffic through the village

3<sup>rd</sup> Safe crossing points outside the school

The white line area curving around the Farmyard Inn and easterly join up point with the pavement caused most comment, as this blind bend and narrows see the riskiest interaction between pedestrians and passing vehicles as well as oncoming traffic issues and cyclists speeding round the bend unaware of the pub pedestrian entrance. A serious collision between a cyclist and a minibus occurred here a few years ago. The white line leading onto the pavement also has issues when blocked by parked cars in preventing pedestrians using that section of pavement.

A clearly defined pedestrian area on the north side of the street was the main suggestion received.

### **5 Holywell Lane and Brookleton**

7 returns gave 0.84 cars per space. 14% of residents park on the road and 71% of their visitors. The top priorities identified were:

- 1<sup>st</sup> Parking preventing Emergency Vehicle access
- 2<sup>nd</sup> Parking which causes highway obstructions
- 3<sup>rd</sup> Heavy goods vehicles travelling through the village

With access to the Village Hall and Wesleyan Chapel and a narrow turning point at the bottom of Holywell Lane essential for Waste collection services, this area is noted for periods of calm and congestion which at its peak sees double parking issues on the widest point.

The lack of a car park at the Village Hall is noted – although none of our community buildings have adequate parking, and a popular theme incorporated finding land for a central village car park.

## **6m Moor Lane**

8 returns gave 0.61 cars per space. 25% of residents park on the road and 38% of their visitors. The top priorities identified were:

- 1<sup>st</sup> = Safety of Pedestrians
- 1<sup>st</sup> = Parking which causes highway obstructions
- 3<sup>rd</sup> = Parking preventing Emergency Vehicle access
- 3<sup>rd</sup> = Safe crossing points outside the school

Moor Lane suffers from being the shortest route into the village from Long Rake or Newhaven, with the consequence that most Sat Navs try to bring newcomers into the village via this route rather than via Coldwell End. This often results in delivery vehicles and occasional lost HGVs descending into the village and meeting residents of Moor Lane and Westcroft Close, for whom this is also the most direct route to the centre, at two pinch points with no room to get out of the way. The 30mph sign is several houses into the village and needs moving to the edge (see appendix 2 for an illustration of this problem). This is also another area suggested for finding land for a car park.

## **6f Fountain Square**

3 returns gave 5.0 cars per space. 67% of residents park on the road and 100% of their visitors. The top priorities identified were:

- 1<sup>st</sup> Safety of Pedestrians
- 2<sup>nd</sup> Parking preventing Emergency Vehicle access
- 3<sup>rd</sup>= Parking for residents, Parking which causes highway obstructions, Safe crossing points outside the school and Speed of Traffic through the village

Parking around the 'Fountain' (Conduit Head) causes the greatest comment for restrictions for access on to Moor Lane, blocking seats and preventing its use as a natural turning circle. Evening Parking issues mainly for temporary events and overnight stays nearby also contribute to the congestion. Suggestions for a requirement for alternative parking nearby and restrictions are desired.

The white lined section uphill from the Old Hall causes confusion between that denoting pedestrian walkway and others discouraging parking, and more clearly defined pavements are needed with

suggestions for setts / different tarmac across the highway at Fountain Square to indicate a pedestrian crossing and give them priority.

## 7 Church Street

13 returns gave 1.45 cars per space. 54% of residents park on the road and 69% of their visitors. The top priorities identified were:

1<sup>st</sup> Safety of Pedestrians

1<sup>st</sup> = Parking preventing Emergency Vehicle access

3<sup>rd</sup> = Speed of Traffic through the village

The narrow section from the Bulls Head to the Post Office elicits a 20% desire to extend restrictions on parking and concerns that too many vehicles mount the pavements with lack of thought for small children and pedestrians.

Church Street receives several suggestions for a Give Way by the black railings near the church to prioritise traffic travelling from the Post Office. Dedicated limited time spaces for the shops are also desirable.

The parking of vehicles to the very end on Church Corner receives comment from 26% as a problem with requests ranging from extending the white line to more enforcement of the “No parking at a junction” law by police to yellow lines.

The staggered junction has consequences for traffic and pedestrians. Drivers exiting Bradford Lane note the poor visibility from the left; and the blind spot from Church Street corner for pedestrians receives suggestions for a marked crossing at this point. Traffic lights and even a mini roundabout are suggested solutions with a Stop and look sign for pedestrians crossing Bradford Lane from Church Street.

## 8 Conksbury Lane

20 returns gave 0.54 cars per space. 0% of residents park on the road and 35% of their visitors. The top priorities identified were:

1<sup>st</sup> Parking which causes highway obstructions

2<sup>nd</sup> Speed of Traffic through the village

3<sup>rd</sup> = Heavy goods vehicles travelling through the village

3<sup>rd</sup> = Parking preventing Emergency Vehicle access

The main issues raised are for parked cars ignoring the white line opposite the bottom of Conksbury Avenue and parking on junctions making turning difficult for the other access roads. Requests are for land to be set aside for an off road car park for visitors and more enforcement of the junctions. It is noted that there is no “Youlgrave” sign at this entrance to the village.

Clearer signage at the village exit where there is a turning space - the “single track with passing places” sign is placed after a bend where vehicles are already committed.

Speeding along Conksbury Lane is identified as an issue, especially at the blind access at Conksbury Avenue.

## 9 Mawstone Lane

8 returns gave 1.00 cars per space. 13% of residents park on the road and 75% of their visitors. The top priorities identified were:

1<sup>st</sup> = Safety of Pedestrians

1<sup>st</sup> = Heavy goods vehicles travelling through the village

3<sup>rd</sup> = Parking which causes highway obstructions

3<sup>rd</sup> = Safe crossing points outside the school

The congestion especially by walkers' cars left on the roadside at the weekend needs an off-road car park near Bradford Dale.

## 10 Bradford Lane and Stoneyside

17 returns gave 0.84 cars per space. 24% of residents park on the road and 71% of their visitors. The top priorities identified were:

1<sup>st</sup> Safety of Pedestrians

2<sup>nd</sup> Heavy goods vehicles travelling through the village

3<sup>rd</sup> Parking which causes highway obstructions

Parking too close to Brassington Close junction is an issue for visibility when pulling out, as is parking narrowing the road and on the bend making access difficult to the farms, caravan site and for emergency vehicles.

Finding land near Braemar Lane to remove cars from the road is desired, combined with restrictions on the road. A car park for walkers in the Dale also wanted.

The issue of Emergency vehicles being blocked by poor parking for Stoneyside was again raised.

## 11a Alport Lane

7 returns gave 1.17 cars per space. 71% of residents park on the road and 71% of their visitors. The top priorities identified were:

1<sup>st</sup> = Safety of Pedestrians

1<sup>st</sup> = Speed of Traffic through the village

1<sup>st</sup> = Safe crossing points outside the school

Concerns of the alternate flat pedestrian route alongside the Reading Room and no defined crossing points to the school were raised. At the Old Stonemason's cottage, 12% wanted to see the pedestrian area widened to allow safe views around the curved blind spot, and some a pavement to join up to New Road as a minimum with a crossing point desirable. Another crossing is requested at the entrance to the playing fields, along with one at the Surgery. Speeding along this section is an issue and more marked passing places are desired. The enforceable bus bay needs to be extended to the edge of the garage and more enforcement carried out, as parking blocks the turning into New Road. Flashing school warning signs and speed humps and electronic speed signs are thought to be good solutions. No parking outside school and pre-school at pick up/drop off times is suggested.

Signs are needed to direct visitors through the village to the Coldwell End Car Park.

## **11n New Road**

14 returns gave 1.05 cars per space. 29% of residents park on the road and 71% of their visitors. The top priorities identified were:

1<sup>st</sup> = Parking preventing Emergency Vehicle access

1<sup>st</sup> = Safety of Pedestrians

3<sup>rd</sup> = Speed of Traffic through the village

3<sup>rd</sup> = Safe crossing points outside the school

The main concern is the parking on the Alport Lane bus bay opposite the end of New Road, restricting turning, blocking views of the safety mirrors and the speed of traffic reducing decision times to pull out.

## **12 Alport Hill and Alport**

2 returns gave 0.43 cars per space. 0% of residents park on the road and 50% of their visitors. The top priorities identified were:

1<sup>st</sup> = Parking which causes highway obstructions, Parking for Residents, Parking for Visitors, Safety of Pedestrians

A desire for a 30 mph zone through Alport and better parking to serve Lathkill Dale due to the walkers' cars extending into narrow areas on the hill are noted.

## **13 Outer Parish**

2 returns gave 1.2 cars per space. 50% of residents park on the road and 50% of their visitors. The top priorities identified were:

1<sup>st</sup>= Parking which causes highway obstructions, Parking preventing Emergency Vehicle access, Speed of Traffic through the village, Safety of Pedestrians, Safe crossing points outside school

At the top end, DCC Highways proposals for amendment of signage up to and just beyond the entrance to Long Rake Spar need to be completed urgently as the Weight Restriction Order NWT/DD1 is not being complied with and current 7.5T signs are placed at points that are confusing.

The main route direct to Bakewell from Back Lane and Conksbury Lane is currently a continual repetition of pot hole reports, especially at the T Junction and outside the Parish at the bridge over the Lathkill.

The route to Gratton is very poorly maintained along most of its length.

Whilst DCC Highways have improved signage for 7.5T restrictions at the B5056 junction, the commencement of the zone around the corner with no turning space for HGVs who have mistaken



their route needs the Weight Restriction Order amending, in order to move the zone edge to the junction now Shining Bank quarry is closed and its turning space filled in.

HGV stuck on Moor Lane



HGV on Alport Lane



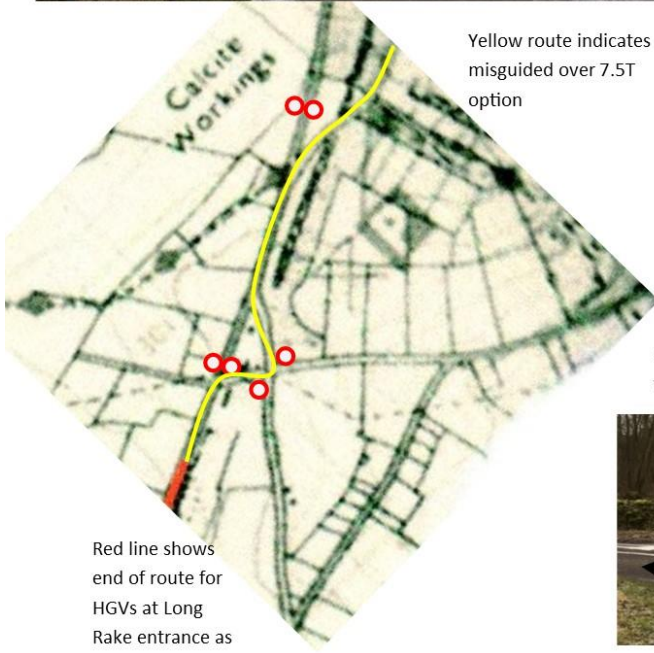
HGV on Church Street

7.5T zone signage after Long Rake—all within zone designated by Order NWT/DD1

Clear double signs at the Top of Back Lane visually guide overweight vehicles to attempt Moor Lane

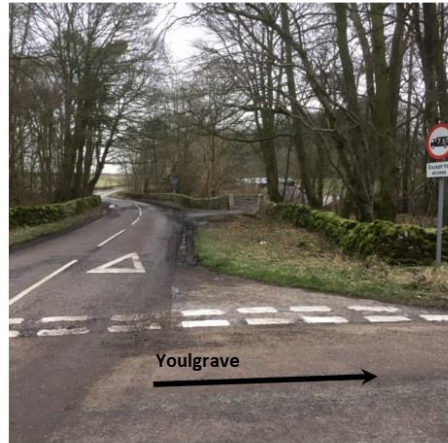


Moor Lane— Quiet Lane signs only after car park



Yellow route indicates misguided over 7.5T option

Red line shows end of route for HGVs at Long Rake entrance as per NWT/DD1



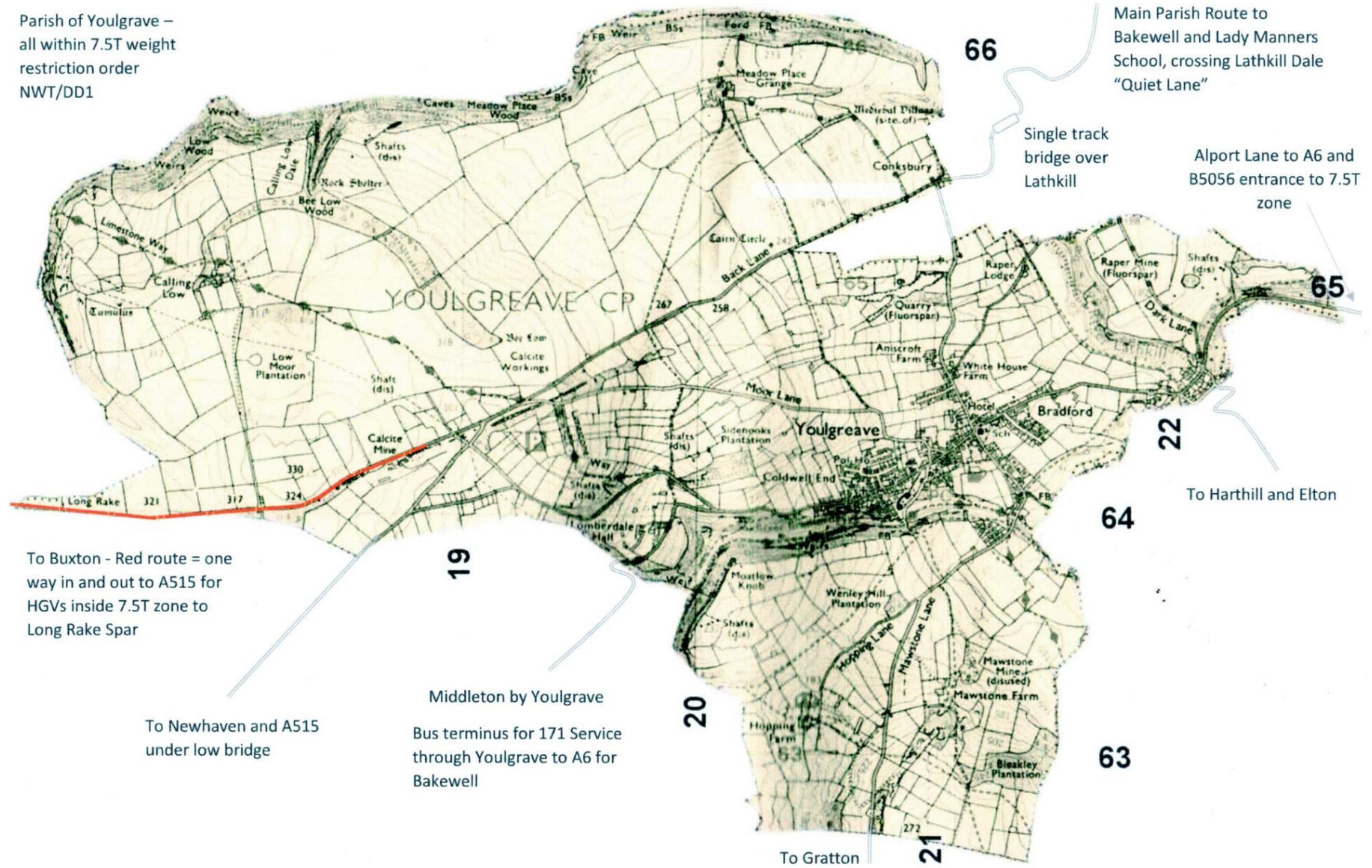
Crossroads two single signs to prohibit traffic towards Youlgrave and Newhaven but NOT towards Moor Lane



Back Lane & Moor Lane Double signs visually direct overweight traffic towards Youlgrave until the crossroads is reached at which point the signs visually make traffic turn left towards Back Lane and Moor Lane



Parish of Youlgrave –  
all within 7.5T weight  
restriction order  
NWT/DD1



Main Parish Route to  
Bakewell and Lady Manners  
School, crossing Lathkill Dale  
"Quiet Lane"

Single track  
bridge over  
Lathkill

Alport Lane to A6 and  
B5056 entrance to 7.5T  
zone

To Buxton - Red route = one  
way in and out to A515 for  
HGVs inside 7.5T zone to  
Long Rake Spar

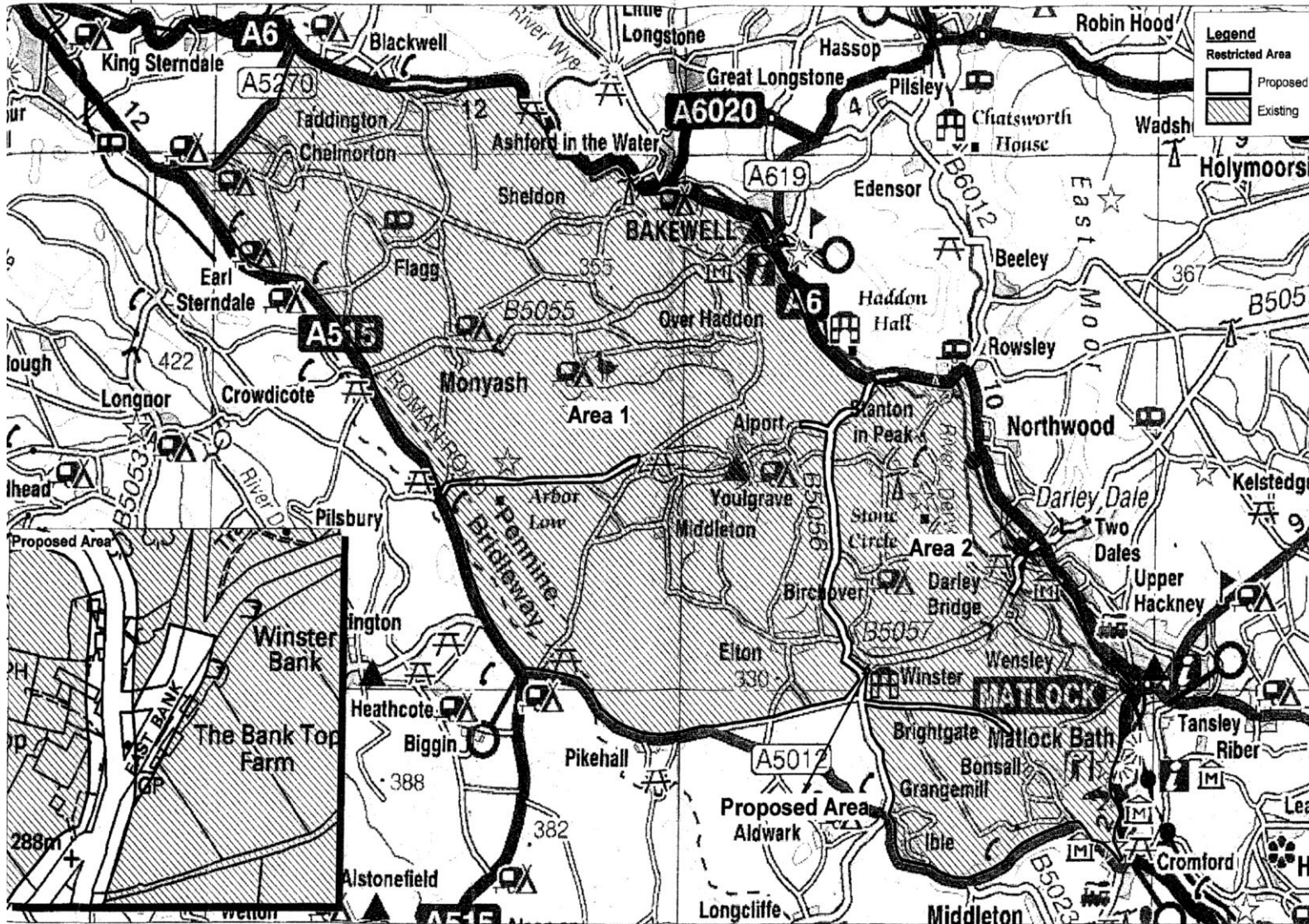
To Newhaven and A515  
under low bridge

Middleton by Youlgrave  
Bus terminus for 171 Service  
through Youlgrave to A6 for  
Bakewell

To Harthill and Elton

To Gratton

**7.5 tonne Weight Restriction Order - NWT / DD1**



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Scale: 1:70000 at A3