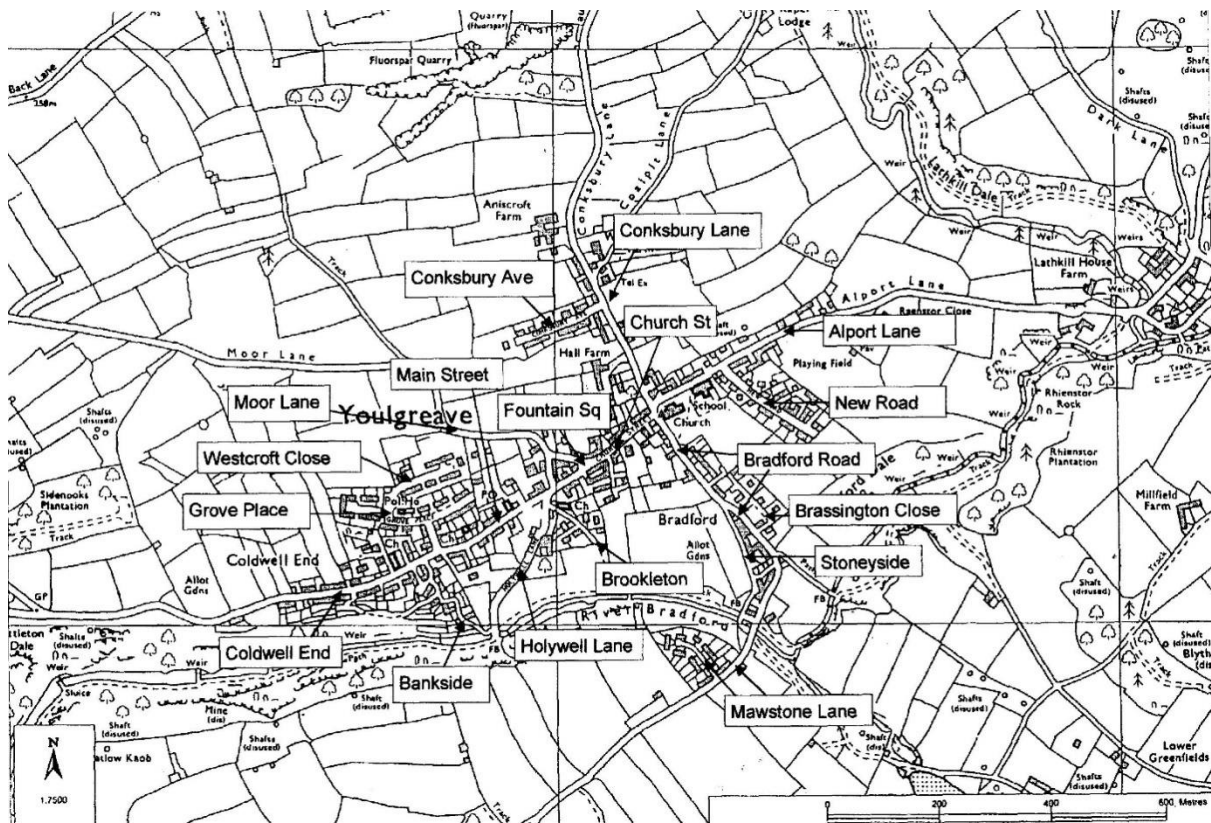


Youlgrave Roads, Parking and Traffic Consultation



1. Introduction and executive summary

Residents' roads, parking and traffic survey: pedestrian safety is a key concern

The results of Youlgrave Parish Council's community consultation on roads, traffic and parking, conducted between November 2017 and January 2018, has shown that speeding traffic and pedestrian safety are the top concerns for local residents, with issues over obstructive parking and illegal lorry movements through the village also high on people's lists.

Over 170 survey forms were completed, a return rate of almost 30%, with lots of useful comments and imaginative suggestions covering most locations in the village. They included a 15ft hand-drawn road map of the village, produced by 1st Youlgrave Brownies on the back of two rolls of wallpaper, pointing out the problem locations and what could be done to make them safer for local people (including traffic lights at Church Corner and pedestrian crossings outside the school and playing fields).

The Parish Council thanks everyone for their contributions. Information about the survey can be found on the Parish Council section of the village website www.youlgrave.org.uk.

Survey findings

The survey asked people to rate 12 separate issues relating to roads, traffic and parking in the village in order of importance for them, then from that list select the top three that they considered most pressing (or suggest others not on the list).

The top five key issues for respondents, scoring between 88-91% each, were: safety of pedestrians; safe crossing points outside the school; speed of traffic through the village; parking which causes highway obstructions; and parking preventing emergency vehicles accessing properties. The top three priority issues overall were speeding traffic; then safety of pedestrians; and (joint third) obstruction of emergency vehicles and HGVs illegally driving through the village.

There were plenty of imaginative solutions, with some people submitting maps and photos. The most popular suggestions, either to address pedestrian or highway safety in the village, were the introduction of a 20mph zone; urgent re-painting of the pedestrian walkways; and action to stop dangerous parking on Church Corner. Other ideas included providing more parking for residents, with various locations for new car parks suggested. There was evident concern for both pedestrians and drivers at the well-known 'pinch points' between the Bull's Head and the Post Office; and outside the Garage by the Old Stonemason's Cottage/Scout & Community Youth Hall.

Other suggestions

There was a little support for short stay parking outside the village shops and the introduction of a residents' permit system for parking; but other possible solutions, such as yellow lines in the centre of the village, were actually ruled out by some respondents for their visual and urbanising impact. Other suggestions, such as extending car parking on the Alport Lane playing fields, are unfortunately impractical – in this case because of the layout of the sports pitches and the likely resistance from the owners Field in Trust (the Parish Council only manage the site).

However, the survey revealed clear and widespread concern over the safety of pedestrians in the village, whatever their age; and undoubtedly the most creative contribution was provided by 1st Youlgrave Brownies. In addition to their 15ft map of the village, they also produced hand-drawn road safety posters, which are being put up around the village. In return, Parish Council Chairman Graham Elliott presented all the girls with flashing road safety armbands to ensure that they can be seen in the dark.

Next steps

Already the Peak District National Park Authority has been in touch with the Parish Council to ask about the survey results. The next step is likely to be a walk through the village with both the Peak Park and highway officers from Derbyshire County Council, looking at specific problem locations and trying to come up with realistic solutions. Derbyshire Dales MP Sir Patrick McLoughlin has also written to the Parish Council expressing his support for action.

2. Survey Results

174 surveys were received in total from all areas of the parish, giving a 29% return rate on the 600 forms delivered to every household, made available at Youlgrave Post Office and posted online at the Parish website.

Q1 – asked for the respondent's area of the parish to be identified, which 160 provided.

Q2 and Q3 asked how many cars were owned by the respondent and where they were parked. As a statistic this proved misleading overall, as there appear to be 303 off road spaces for the 268 vehicles declared. However, as will be seen later when broken down by area, some sections are very poorly provided with a ratio of 5 cars to one space at one extreme to 7 spaces for 3 cars at the other. Rarely is one area adjacent to the next, so a neighbourly permission to park might be a five minute walk between “neighbours” and drives with more than one space are usually by parking one car behind another so not very flexible. Q4 showed that 87% of those with spaces routinely used them.

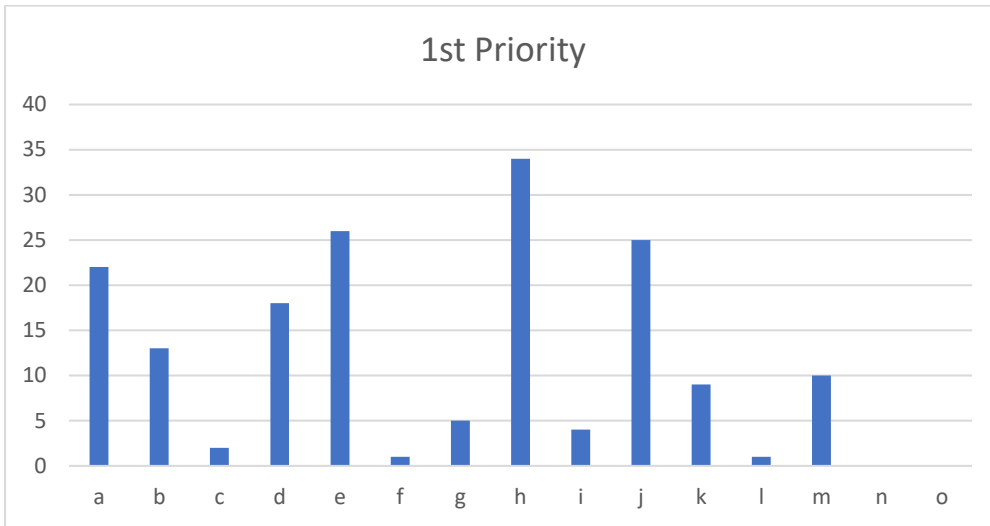
Q5 and Q6 asked where residents and visitors park and showed that 42% of residents park on the highway and 77% of their visitors, again with disparities between each area.

Q7 asked about Key Issues. The questionnaire listed 12 identified by the council and asked for additional priorities, scoring 1 to 5 in importance. These priorities were further refined by asking for the top three to be listed in order of importance. The results are given below with m, n o and p being returns where respondents identified their own priority in the top 3.

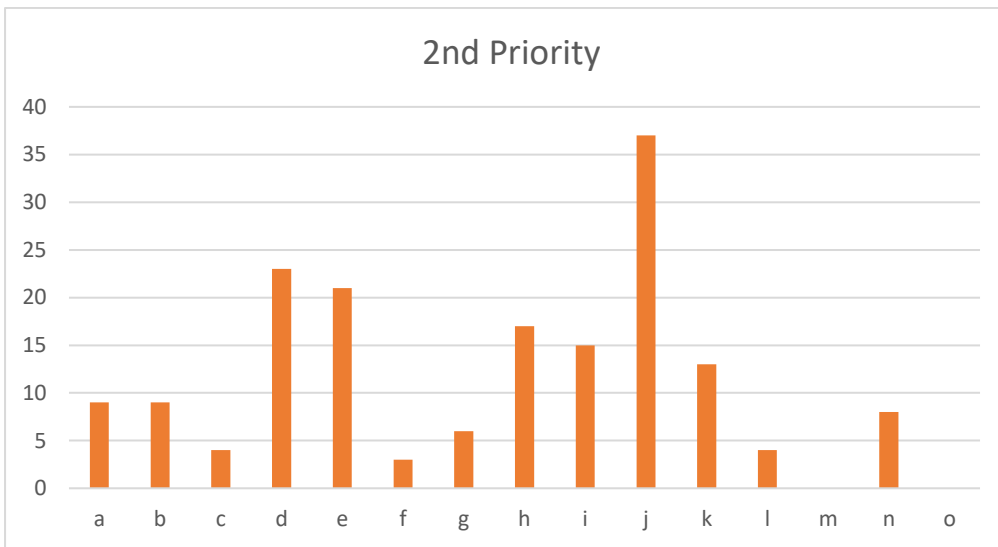
OVERALL SCORES

a Parking for Residents	137.8	80.12%
b Parking at or close to my property	125	72.67%
c Parking for visitors	115	66.86%
d Parking which causes highway obstructions	156.6	91.05%
e Parking preventing emergency vehicles accessing village properties	156.6	91.05%
f Amount of traffic in the village	129.2	75.12%
g Traffic congestion in the village	140.6	81.74%
h Speed of traffic through the village	154.4	89.77%
i Heavy goods vehicles travelling through the village	150.8	87.67%
j Safety of pedestrians	159.6	92.79%
k Safe crossing points outside the school	152.2	88.49%
l Surface of roads and pavements	133	77.33%
m (own priority 1st)	10	5.81%
n (own priority 2nd)	8	4.65%
o (own priority 3rd)	5	2.91%
p (own priorities not in top 3)	38.4	22.33%

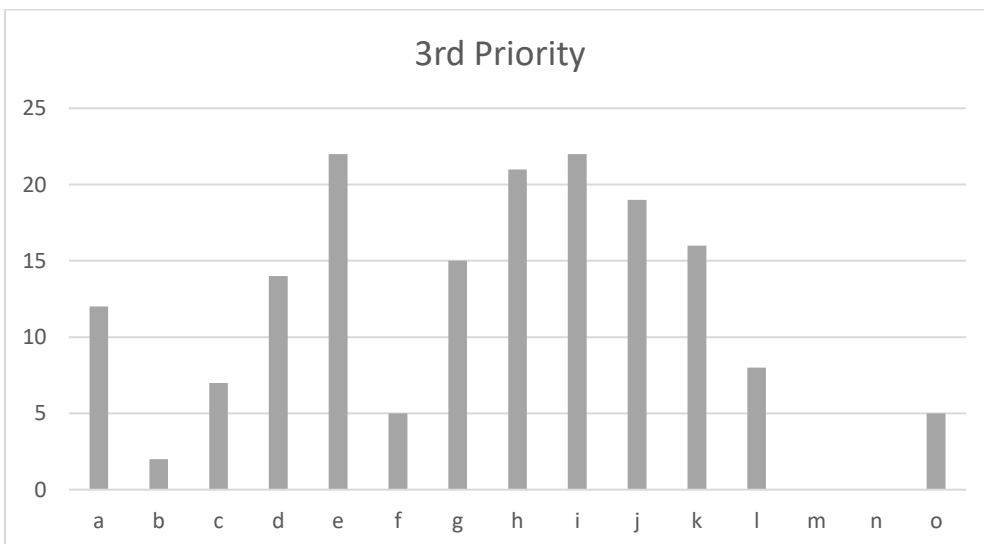
Overall scoring was high as many considered all the issues important, but as will be seen below when asked to prioritise the top 3 the same themes re-appeared.



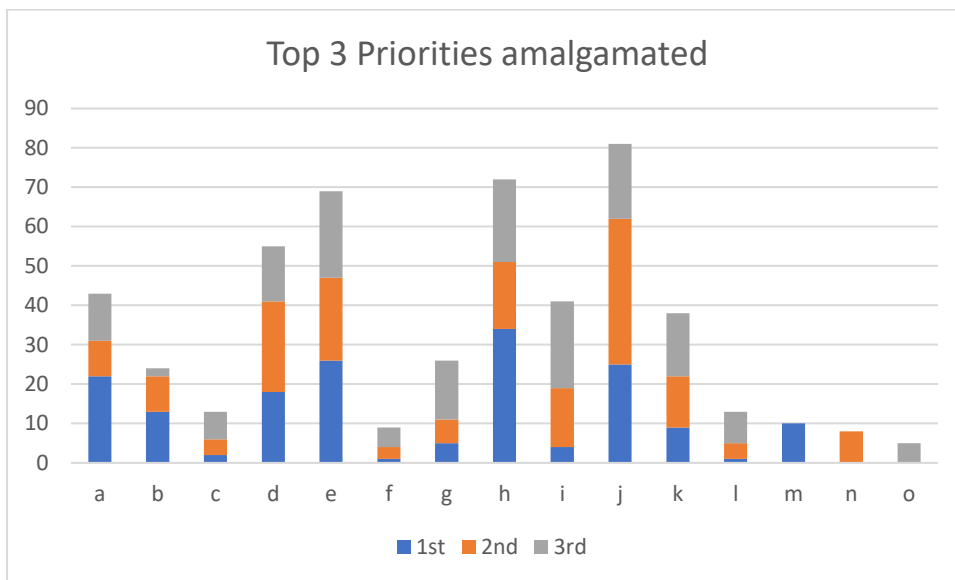
First Priority for respondents is the “Speed of traffic through the village”



Second Priority for respondents is “Safety of Pedestrians”



Third Priority for respondents is tied between “Parking preventing emergency vehicles accessing village properties” and “Heavy goods vehicles travelling through the village”



Combining the scores for the top three swaps “Safety of Pedestrians” with “Speed of Traffic through village” for first and second and “Parking preventing emergency vehicles accessing village properties” remaining at third.

Key issues - sections 3 and 4

Suggestions centred on requests for a 20 mph speed limit (30 mph in Alport) and better safety for pedestrians, as drivers have been observed not to keep a safe distance from them when walking inside the white lines and parking over them is often found in some areas. Pavement sections also suffer from drivers pulling on to them to avoid oncoming traffic. 26% of respondents specifically asked for a 20 mph zone and pedestrian walkways – this ranged from urgent re-marking to different coloured tarmac or setts to raised pavements. Crossing points were also recommended for different tarmac/setts and even traffic lights. All pavements (raised and defined) need to be wide enough for prams, pushchairs, wheelchairs etc.

Inconsiderate parking, narrowing roads to only one car width thereby blocking wider vehicles or parking across entrances, were the main problems, with more enforcement presence requested.

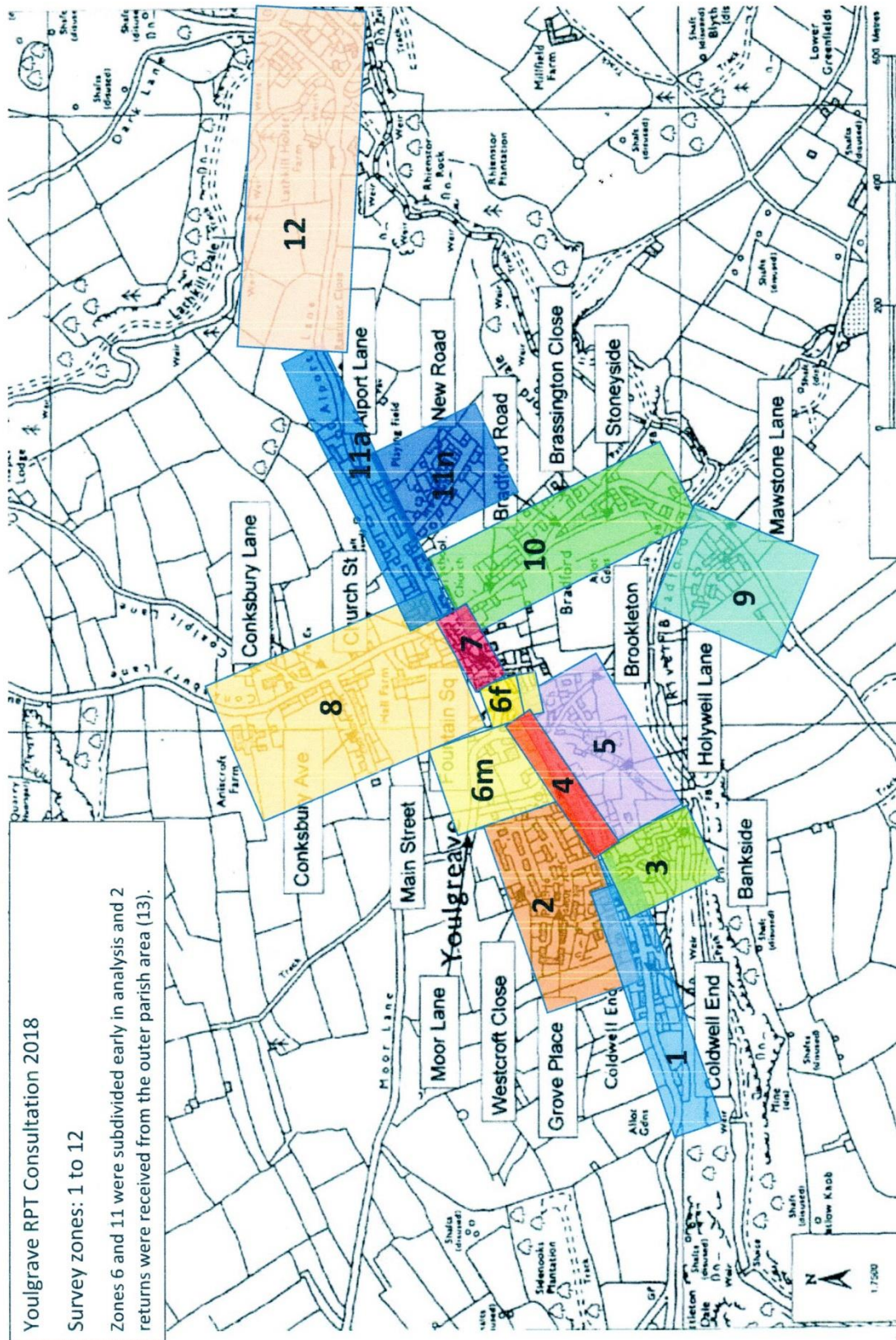
Resident parking was a popular suggestion, with 25% asking for more in general, 15% for resident only on street parking – some only advocating a permit scheme that gave one per household and 15% asking for parking for visitors. 23% wanted to see some form of enforcement, though yellow lines proved an emotive issue with definite no and yes requests which balanced out to give 16% for their introduction. 7% wanted to see speed humps and several comments were received that whilst more passing places are needed, parked cars do help stop speeding. Additional signage suggestions included speed monitoring, children at play and flashing school lights.

24% would like to see more car parks with several locations suggested – Council would note here that those requesting an expansion into Alport Lane Playing Fields is something that has been looked at to increase capacity for sport use, but the football field can’t easily move down the field without encroaching on the cricket square and pavilion. Moreover the field is owned by Fields in Trust who would not allow the Parish Council, who lease it from them, to change from playing field users to general parking.

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:

- 1st Speed of traffic through the village
- 2nd Safe crossing points outside the school
- 3rd 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:

- 1st Safety of Pedestrians
- 2nd Parking preventing Emergency vehicle access
- 3rd 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:

- 1st = Safety of Pedestrians
- 1st = Parking preventing Emergency vehicle access
- 3rd 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:

1st Parking for residents

2nd= Parking preventing Emergency vehicle access

2nd = 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:

1st Safety of Pedestrians

2nd Speed of Traffic through the village

3rd 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:

- 1st Parking preventing Emergency Vehicle access
- 2nd Parking which causes highway obstructions
- 3rd 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:

- 1st = Safety of Pedestrians
- 1st = Parking which causes highway obstructions
- 3rd = Parking preventing Emergency Vehicle access
- 3rd = 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:

- 1st Safety of Pedestrians
- 2nd Parking preventing Emergency Vehicle access
- 3rd= 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:

1st Safety of Pedestrians

1st = Parking preventing Emergency Vehicle access

3rd = 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:

1st Parking which causes highway obstructions

2nd Speed of Traffic through the village

3rd = Heavy goods vehicles travelling through the village

3rd = 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:

1st = Safety of Pedestrians

1st = Heavy goods vehicles travelling through the village

3rd = Parking which causes highway obstructions

3rd = 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:

1st Safety of Pedestrians

2nd Heavy goods vehicles travelling through the village

3rd 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:

1st = Safety of Pedestrians

1st = Speed of Traffic through the village

1st = 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:

1st = Parking preventing Emergency Vehicle access

1st = Safety of Pedestrians

3rd = Speed of Traffic through the village

3rd = 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:

1st = 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:

1st= 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

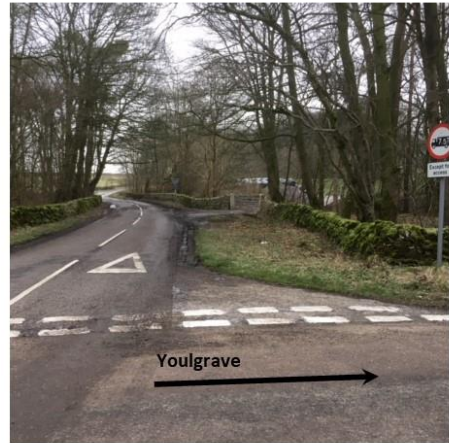


Moor Lane— Quiet Lane signs only after car park



Yellow route indicates misguided over 7.5T option

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

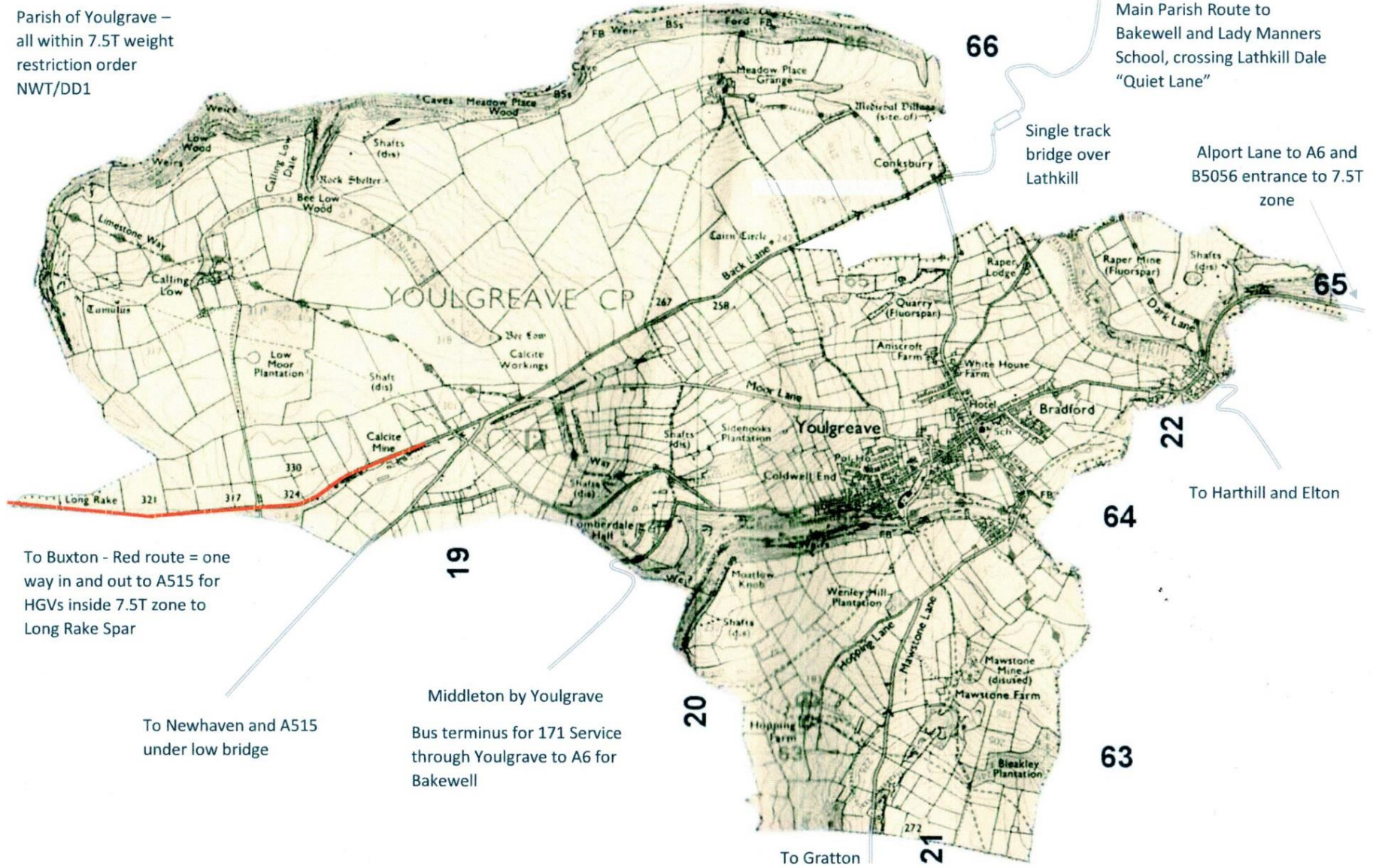


Crossroads two single signs to prohibit traffic towards Youlgrave and Newhaven but NOT towards Moor Lane



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



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

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

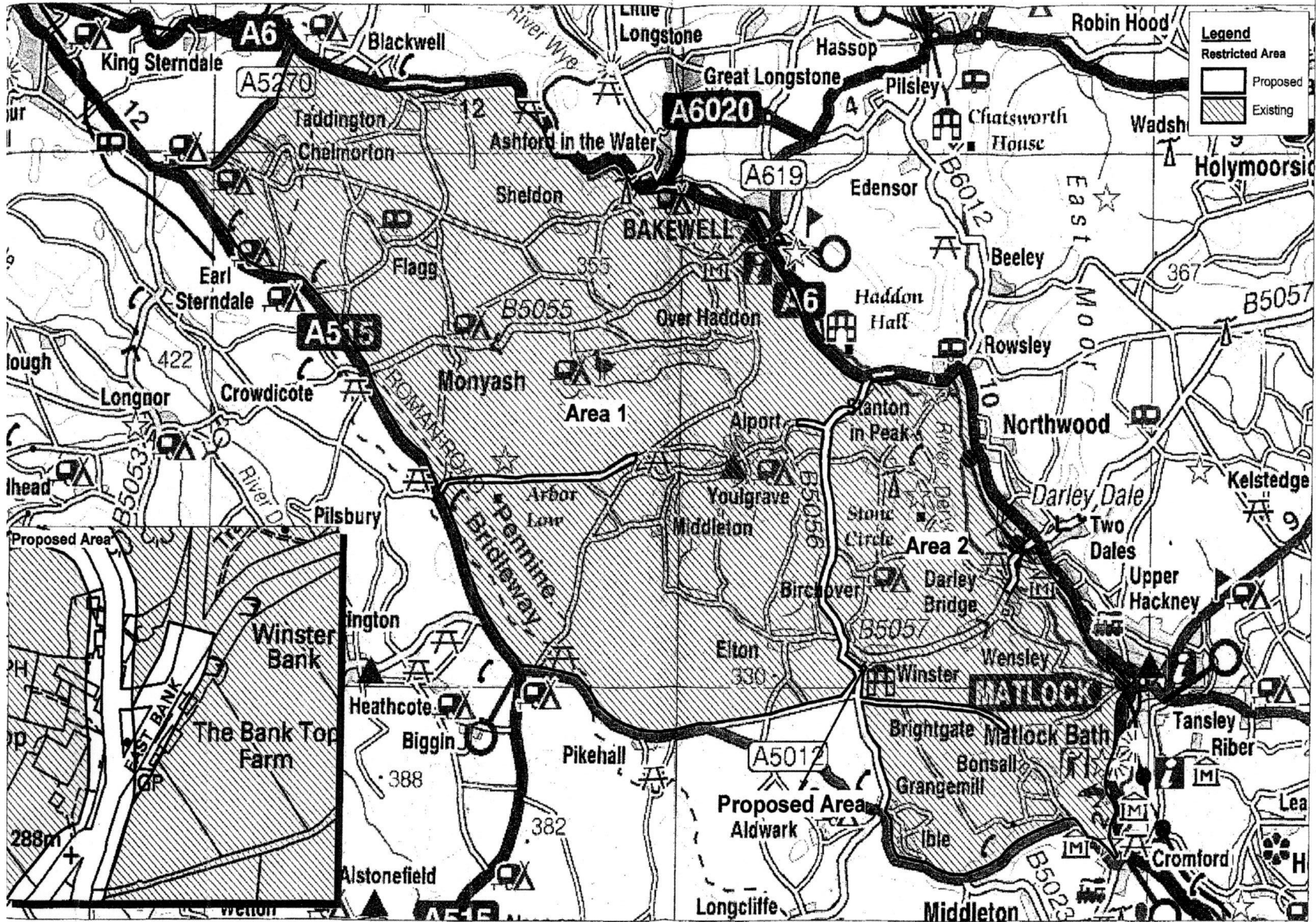
Single track
bridge over
Lathkill

Alport Lane to A6 and
B5056 entrance to 7.5T
zone

To Harthill and Elton

To Gratton

7.5 tonne Weight Restriction Order - NWT / DD1



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4. Map walk through with photos (credits: A McCloy, HM Lovell, J Hewitt)

Zones 1 ,2, 4 and 5

- 1 Coldwell End—speeding downhill traffic problems; parking on pedestrian path outside chapel; access to Bankside
- 2 Grove Place— speeding issues for children at play; parking at entrance / bus bay markings; parking on pavements
- 4 Main Street— pedestrian issues on blind bend and narrows and parking on link to raised pavement;
- 5 Holywell Lane and Brookleton— double parking and parking causing restricted access

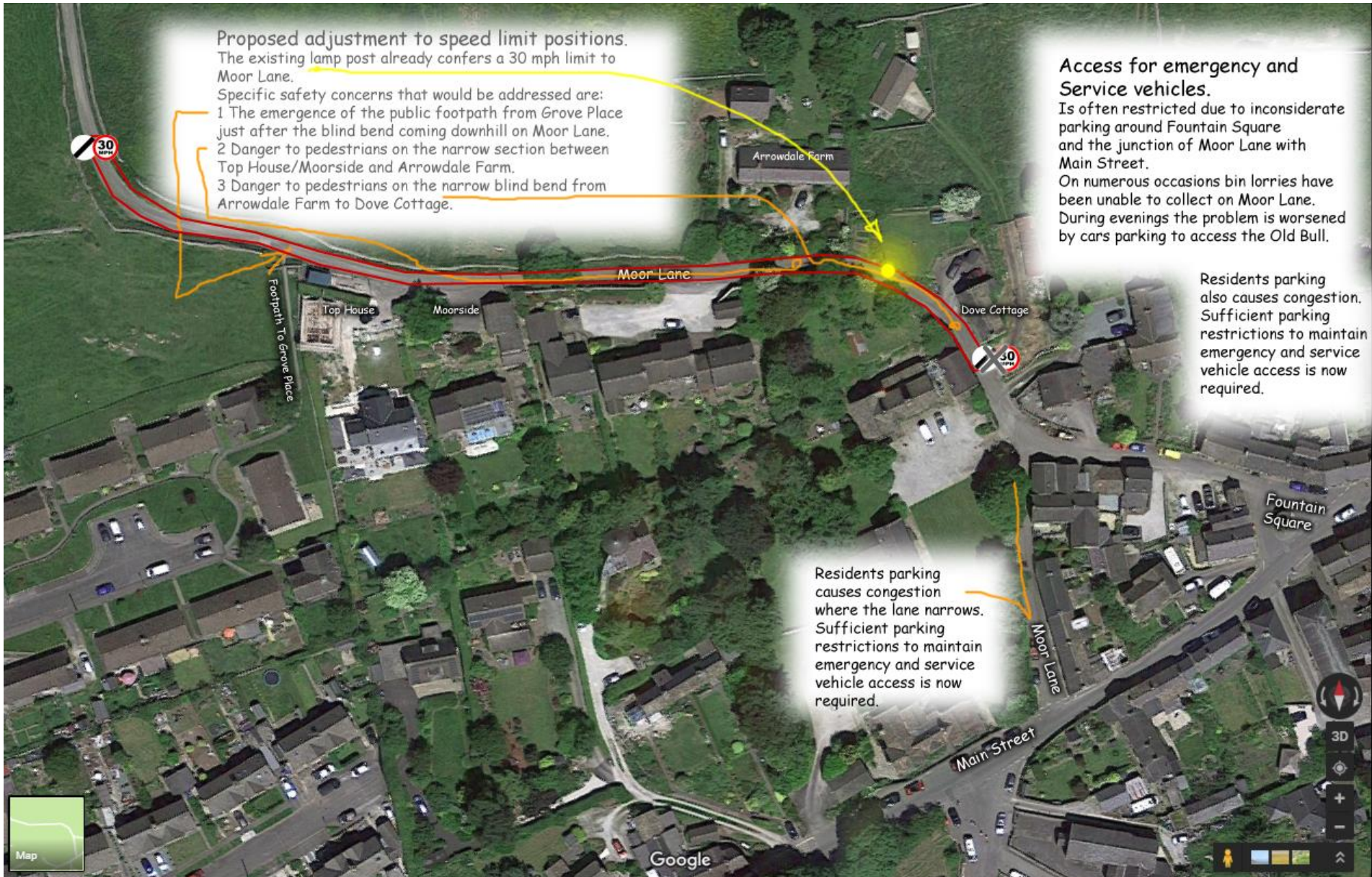


Zone 3

Zone 3—Bankside

Access problems with parking. Designation as a Highway not a footpath causing poor maintenance issues—grass growing between setts, on steps and sides





Zone 6f and 7

Parking, pedestrian and traffic clashes—pedestrian route and “H” line do not park regularly conflict with traffic needs complicated by the narrows onto Church Street with vital shops and raised pavements that are regularly driven on to avoid oncoming traffic. Church St often with no passing places as vehicles temporarily block drives culminating with Church Corner—restricted access for main route when vehicles park right to end. Restricted visibility at corner with Bradford for both cars and pedestrians.



Photo from 1900s—The warning sign on the lamppost reads “Dangerous Corner”

Zone 8

Zone 8 Conksbury

Main issues of parking—blocking turning, opposite and on junctions and speeding.

Visitors off road parking needed.



Village sign needed.

Single track signage needs moving to warn in advance

H line for blind access to the Avenue or altered pavement opposite to highlight junction.



Wider entrance with different surfaces not slowing traffic and being parked on at busy times. Missed opportunity for extra car park spaces

Parking across junctions and farm entrance



Zone 9 and 10

Zone 9 and 10 Bradford and Mawstone

Turning into Bradford by the church presents issues for large caravans especially turning right from Church Street. Exiting Bradford has visibility issues. Brassington Close suffers from parking to the junction and narrow Stoneyside emergency vehicle access.

Parked cars, pedestrians and larger moving vehicles conflict for space down this steep hill. Parking issues at the bottom are compounded by walkers parking to join the Limestone Way and Bradford Dale paths. Additional parking is requested



Poor parking impedes access for emergency vehicles on Stoneyside

Parking to junction visibility and turning problems



Zone 11a and 11n

Access to primary school, pre-school, surgery, playing fields - all are points for suggested crossing or speed restrictors.

Addressing the blind walk out at Old Stone masons cottage requires a solution and safe pedestrian access to New Road.

New Road vehicle access—expansion of bus bay towards the garage would assist with easing congestion and turning.

A 20 mph zone through the village is desired.

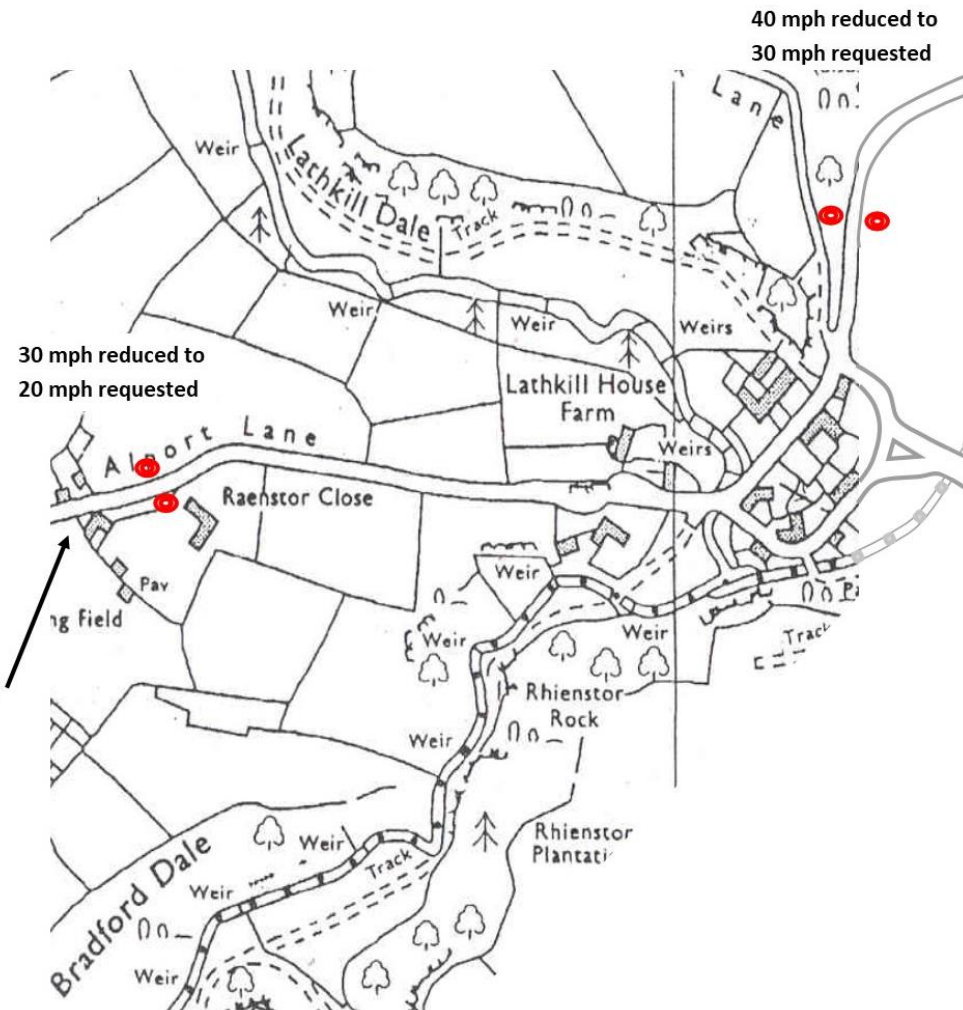


Zone 12 Alport and Alport Hill

Alport Hill—start of 20 mph zone and Alport start of 30 mph zone requested. Alport Hill suffers from excessive parking for walkers as it is located at the most southerly point of Lathkill dale and easterly entrance to Bradford Dale. An off road car park is desired here.



Signage to guide cars to Coldwell End Car Park (other car parks ?) needed



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