



meeting notes

Title:	Long Eaton and South Community Forum
Date:	Wednesday 15 October 2014
Venue:	Long Eaton Town Hall
Apologies:	Christopher Corry-Thomas; Kay Milton; Katharine Stewart; Councillor Athwal; Councillor Hosker; Inspector Katie Andrews

No.	Subject	Action / Lead Officer
1	Welcome from the Chair (Mike Powell) Mike Powell (MP) welcomed everyone to the meeting.	
2	High Street, Long Eaton – Traffic Regulation Order	
2.1	MP gave an overview of the previous Long Eaton and South Community Forum that took place in June 2014, stating that the conclusion of the discussion regarding vehicle access to Long Eaton's High Street was for Erewash Borough Council to undertake consultation on the issue.	
2.2	It was noted that Derbyshire County Council (DCC) are the authority responsible for making any changes to the current Traffic Regulation Order (TRO).	
2.3	Since the last Forum meeting a consultation on the topic has been launched, on 6 October.	
2.4	MP introduced Steve Birkinshaw (SB), Head of Planning and Regeneration at Erewash Borough Council to explain the feedback received to date to the consultation exercise and the future plans for Long Eaton High Street.	
2.5	SB gave a brief recap of the issues regarding vehicle access to the High Street, stating that a recent safety audit of the area had identified two risks. The first risk is the volume of traffic currently travelling through the eastern section of the High Street. This in part is due to an under-estimation of the number of Blue Badge Holders who would access this area.	
2.6	The second risk identified is the reversing manoeuvre that is typically completed by Blue Badge Holders prior to exiting the eastern section of the High Street. This is due to the uncontrolled parking that leads to vehicles parking in a chevron formation.	

2.7	The High Street design currently sends out mixed messages. This is due to the level surface area and lack of road markings. Both Blue Badge Holders in their vehicles and pedestrians are given the visual clues that the space is free and open for them to use.	
2.8	SB mentioned at this point that one resident who has unfortunately had to give her apologies to the meeting would give very strong views towards retaining access for Blue Badge Holders at this location, and that such views have to be taken into account when reviewing the current access arrangements.	
2.9	SB explained the four options put forward in the consultation: <ul style="list-style-type: none"> • Option 1 – Change the current Traffic Regulation Order regarding access times to the High Street; • Option 2 – Change the street layout; • Option 3 – Change the current Traffic Regulation Order regarding the length of road it covers, and the street layout; • Option 4 – Keep the existing arrangements, i.e. change nothing. 	
2.10	SB stated that there is a lot of confusion regarding who has the right of way. In law it is a shared surface. Blue Badge Holders do not have a right over other users. Blue Badge Holders do not have <u>a right</u> to park in that section of the High Street; however, the current TRO means that it is not illegal for them to do so.	
2.11	SB stated that, clearly, a balance has to be struck on what is the purpose of the High Street.	
2.12	SB briefly summarised the latest feedback to the consultation and explained that over 50% of respondents preferred Option 1. Three quarters of respondents agree that there should be a change to the current TRO in some format.	
2.13	MP mentioned the issue of cyclists accessing the area, even though it is not lawful for them to cycle their bikes through the High Street.	
2.14	Councillor Holbrook commented that perhaps better use could be made of Long Eaton's Shopmobility service to encourage Blue Badge Holders to use their mobility scooters (free of charge) where appropriate to do so.	
2.15	MP referred to the previous Forum meeting in June, reminding the attendees that some residents with a disability had spoken out in favour of banning vehicles from the High Street, due to their relative inability to detect moving vehicles in this area, e.g. someone with severe sight impairment.	
2.16	A resident commented on how the current access arrangements can make it dangerous for her primary school age children.	
2.17	A resident suggested that to ban Blue Badge Holders from the High Street between 10:00am and 4:00pm may lead to a concentration of Blue Badge Holders' vehicles being on the High Street out with these times, and that could cause further issues, e.g. when children are making their way home from school.	

2.18	<p>Scott Cartledge (SC), Neighbourhood Warden Manager of Erewash Borough Council stated that Blue Badge Holders tend to access the High Street more frequently in mornings than they do afternoons. A resident commented that it might therefore be better to restrict Blue Badge Holders' access after 12:00pm.</p>	
2.19	<p>MP asked the attendees if anyone wished for no change to happen. All within the meeting wished to see the TRO change to some degree. MP acknowledged that the attendees did not form a representative sample of the local community, however.</p>	
2.20	<p>Ian Marsden (IM), Community Engagement Officer for Erewash Borough Council fed back the latest results to the live consultation:</p> <ul style="list-style-type: none"> • 419 responses as at lunch time on 15/10/14. • 55% of respondents selecting Option 1. • 5% of respondents selecting Option 2. • 20% of respondents selecting Option 3. • 20% of respondents selecting Option 4. 	
2.21	<p>IM explained that people selecting Option 1 offered supporting comments along the following lines:</p> <ul style="list-style-type: none"> • The current arrangement is a safety hazard to pedestrians, with a serious accident involving a vehicle a very real possibility. • It was seen to be particularly dangerous for young children and / or people with a physical / sight / hearing impairment that may not be able to manoeuvre away from a reversing vehicle in a timely fashion. • A number of respondents believed the Blue Badge system to be abused, with the able-bodied relatives of Blue Badge Holders taking advantage of accessing the High Street area by using their relatives' badge. • There was seen to be an ample provision of nearby car parks already, all within a convenient distance of the High Street. • The removal of vehicles from the pedestrianised area was seen to be crucial to the vitality of the High Street. • A number of respondents were mindful that this was the cheapest of the three 'change' options put forward. • Speeding cyclists were also identified as a safety issue within this area. 	
2.22	<p>IM explained that people selecting Option 3 offered supporting comments along the following lines:</p> <ul style="list-style-type: none"> • It was thought that this option would benefit both the Blue Badge Holders in that they would still have direct access to (part of) the High Street whilst improving the safety of pedestrians. It was seen as "a good compromise". • The introduction of designated parking spaces was seen as advantageous. It was acknowledged by some that a large number of vehicles currently access the High Street and that this option would help reduce this number. • Respondents did still acknowledge the higher costs involved in this option, however. 	

2.23	<p>IM explained that people selecting Option 4 offered supporting comments along the following lines:</p> <ul style="list-style-type: none"> • A number of respondents stated that they did not believe there to be a problem with the current arrangements. Some stated that this was proven by the zero accident record at the location. • Some respondents expressed concern at the proposed exclusion of Blue Badge Holders from the High Street under 'Option 1', stating that it impinged on their rights. • It was noted that Option 4 was the cheapest option of the four on offer and that this had to be considered in the current financial climate. • Other issues with the High Street were highlighted, for example the increase in café's using outdoor tables and chairs, and the obstacle that such street furniture causes for both vehicles and pedestrians. 	
2.24	<p>IM explained that he had completed some further analysis of the feedback to date to see if the opinion of respondents with a disability differed from that of those with no disability.</p>	
2.25	<p>Respondents with no disability selected the four options as follows:</p> <ul style="list-style-type: none"> • Option 1 = 60%; • Option 2 = 5%; • Option 3 = 23%; • Option 4 = 13%. <p>Respondents with a disability selected the four options as follows:</p> <ul style="list-style-type: none"> • Option 1 = 40%; • Option 2 = 7%; • Option 3 = 13%; • Option 4 = 40%. <p>More specifically, respondents with a physical impairment selected the four options as follows:</p> <ul style="list-style-type: none"> • Option 1 = 37%; • Option 2 = 7%; • Option 3 = 15%; • Option 4 = 42%. <p>This initial feedback highlights that, in each instance, the majority of respondents in each respondent sub-group are in favour of a change to the current access arrangements taking place.</p>	
2.26	<p>IM explained that organisations representing protected groups have been contacted as part of the consultation process and encouraged to comment on the four options. One example, CamTAD (the Campaign for Tackling Acquired Deafness) have contacted IM to confirm that they will be distributing the survey form to the members of the public who attend their surgeries that take place at a variety of locations in the south of the Erewash borough. IM also confirmed that he had placed copies of the survey form in Long Eaton Shopmobility.</p>	
2.27	<p>IM explained that the deadline for the receipt of completed survey forms is 5:00pm on Friday 31 October 2014. A resident suggested that the Christmas lights switch on event would be a good opportunity to capture further views.</p>	

2.28	<p>A resident asked if Options 2 and 3 were at all possible given the financial costs involved, i.e. would there be any chance of them being implemented if there was strong public support shown for one of these options?</p> <p>Councillor Corbett confirmed that if there was strong support shown for a particular option then all efforts would be made to see how Erewash Borough Council could financially support it.</p>	
2.29	<p>SB stated that Long Eaton had experienced a lot of investment in its streetscape such as the repaved Main Street and Market Place, the latter being part of the Townscape Heritage Initiative project. As a result, however, the section of High Street in between these two areas looks a little tired in comparison. It would be better to unify the appearance of the whole area with the introduction of granite slabs and street furniture as found in the Market Place along the whole stretch of the High Street. To do so would, of course, cost a lot of money.</p>	
2.30	<p>Erewash Borough Council has completed some analysis of the High Street in its current form and has identified three distinct areas in terms of the characteristics on display. For example, towards the Market Place end of the High Street the road and buildings are narrower when compared to the middle section, where the buildings are more modern and the street widens.</p>	
2.31	<p>SB stated that there are a number of factors contributing to the High Street's vitality, such as the market, the street cafes and various events. When looking at how the High Street functions we have to always be mindful of access for emergency vehicles.</p>	
2.32	<p>The lines of the old pavement (pre-pedestrianisation) can still be seen.</p>	
2.33	<p>The vision of the Planning & Regeneration team at Erewash Borough Council is to create a 'winding road' through the High Street. Such a design would clearly show all users where the space was allocated for activities, vehicle access, etc.</p>	
2.34	<p>As the road curves through the High Street the inside of a curve would be used for activities.</p>	
2.35	<p>Within the 'winding road' design the market would be incorporated. We receive many comments that the market looks untidy, and that the stalls show their backs to the shop fronts. The intention would be to have back-to-back stalls. Access between the stalls would be improved.</p>	
2.36	<p>The 'winding road' concept has been taken into account when introducing the new floral displays. They have been installed down one side of the High Street on the outside of the curve to lead pedestrians' gaze down the length of the High Street. The old concrete planters are being removed as they are difficult to maintain.</p>	
2.37	<p>The street furniture in this area is being decorated black to tie it in with that in the Market Place.</p>	
2.38	<p>There is the potential to introduce some permanent structures within the High Street. SB confirmed that discussions have already taken place with</p>	

	various town centre organisations regarding the practicality of introducing trees or public art, for example.	
2.39	The street lighting is being replaced. The current lighting is poor and the new single lamp standards will provide a stronger light than the current double lamp ones. The design of them will mirror those found in the Market Place.	
2.40	The town centre needs to become a community hub that is not just about shopping.	
2.41	MP asked if the more redundant areas of the town centre had been assessed as part of this overall plan, for example the old covered market area.	
2.42	SB explained that in 2007 a Long Eaton town centre master plan had been published. Certain assumptions were made in this document that, on the stock market crashing, meant that they could no longer be met. The plan included a retail circuit around the town centre that would require the building of new shop units. Financial conditions meant that this was no longer possible.	
2.43	We are now looking at alternatives. One idea is for a covered walkway / market area that would act as a thoroughfare. This idea is in its early stages. Resident feedback indicates that a covered market would be a positive move. Market traders are keen to see the market developed to encourage new retailers to take advantage of the relatively low cost entry to the retail environment.	
2.44	A resident asked how much access will be provided for people with a disability as part of this vision. SB stated that it was important that any future plans for the High Street dovetailed with the conclusions from the current Long Eaton High Street TRO consultation. SB again mentioned a resident who had given her apologies to the meeting and explained that she has a severely disabled daughter who needs carer support to access the High Street. She is a regular user of Jaysons Opticians and being able to park outside that building has a genuine benefit to the quality of life for that individual. Her mother argues that there should be a separate access arrangement in place for Blue Badge Holders that qualify for tax exemption, i.e. those that are more severely disabled. This underlines the issue that we have to consider; there are a range of disabilities within the Blue Badge Holders' community.	
2.45	The current TRO does not allow for any vehicle access north of Claye Street. Other pedestrian areas in the East Midlands do not allow for any vehicle access. In Long Eaton, Blue Badge Holders have the benefit of an arrangement that is not available to them in other towns.	
2.46	A resident commented that the Market Place is filled with parked cars on a Sunday, with people parking there whilst visiting the local pubs for Sunday lunch. SC confirmed that he would instruct the enforcement officers to monitor this situation.	
2.47	Councillor Howard Griffiths commented that a covered market would be an obvious improvement to the current offering and something that in principle	

	he would support but, as markets are not particularly profitable, something that has limited justification when looking at the financial aspects.	
2.48	Councillor Holbrook suggested that the parking bays in Beaconsfield Street car park, adjacent to the covered market, could be allocated to Blue Badge Holders.	
2.49	A resident pleaded that any future plans should respect the individual character of the town and not turn it into a copy of other towns up and down the country.	
2.50	MP thanked SB for his presentation.	
3	Questions for officers	
3.1	<p><u>The police's '101' number</u></p> <p><i>Resident:</i> The police have been requesting us to dial 101 for non-emergency instead of 999. What they are failing to inform the public is that this is a premium rate charge. Why?</p> <p><i>Sergeant Liam Caldecott, Derbyshire Constabulary:</i> It is not a premium rate number. The '101' number is a fifteen pence flat rate charge, i.e. it is a charge of fifteen pence regardless of the length of time of the call. There are ways to avoid this charge such as making contact via an online form, e-mail or by calling into a police station.</p>	
3.2	<p><u>Cyclists riding without lights in darkness</u></p> <p><i>Resident:</i> This month, according to the Long Eaton Web extra, the local police will be stopping cyclists without lights and giving advice. For children this is a good idea. For adults a different approach should be taken. Adults should be taken to court under The Highway Code which states that, for dangerous cycling, it is a fine of up to £1,000.</p> <p><i>Sergeant Liam Caldecott, Derbyshire Constabulary:</i> It is an offence to ride a bike with no lights in the hours of darkness. We have to be sensible with our approach; we cannot clog up the courts with this type of offence. We have to take the public interest approach; do we wish to busy the courts with an offence of this type, possibly thereby preventing the court from dealing with more serious offences in a timely fashion?</p> <p><i>Mike Powell, Forum Chair:</i> Would it not be better to make such an offence one where a Fixed Penalty Notice was issued, thereby not bothering the courts?</p> <p><i>Sergeant Liam Caldecott, Derbyshire Constabulary:</i> A person has to accept a Fixed Penalty Notice. The Fixed Penalty Notice is the option to divert away from the court. If they do not accept the Fixed Penalty Notice then it would go to court any way.</p>	

3.3	<p><u>Police budget cuts</u></p> <p>Both Sergeant Liam Caldecott and Councillor Holbrook referred to the recent announcement regarding cuts to the police budget and the possible resulting closure of some police stations. It was stated that the stations that may close had not been identified and would not be so until the end of 2014.</p>	
3.4	<p><u>Police volunteers</u></p> <p>Sergeant Liam Caldecott referred to the previous meeting and a question regarding police volunteers. He confirmed that the system was similar to one present in America. The volunteers do not replace paid roles. There are a couple of people volunteering to Long Eaton Section at present. The verification process takes a couple of months to complete. This is necessary given the highly sensitive information that they can be dealing with. The volunteers will take on more routine administrative work thereby freeing up PCs to complete other tasks.</p>	
3.5	<p><u>Leopold Street</u></p> <p>Mike Powell commented that there finally seems to be an end in sight to the ongoing issue of access through the gates that divide the street from West Park. On 2 December 2014 the Planning Inspectorate will host an enquiry in the Council Chamber at Long Eaton Town Hall. Members of the public will be given the opportunity to make representations.</p> <p>A resident asked how the event would be publicised.</p> <p>Councillor Hickton suggested that the event should be advertised in Long Eaton Library.</p> <p>Ian Marsden stated that he will ask Paul Jameson, Local Area Forum Liaison Officer from Derbyshire County Council, to keep him updated with details of the event in order for him to pass this information on to Erewash Borough Council's communications team to alert local media. Ian confirmed that this circulation list includes papers such as the Nottingham Evening Post, the Derby Telegraph, the Ilkeston Advertiser and the Long Eaton Chronicle, together with Erewash Sound radio station.</p> <p><i>Action: Ian Marsden e-mailed Paul Jameson on 16/10/14.</i></p>	<p>IM to contact Paul Jameson, DCC</p>
3.6	<p><u>Crime statistics</u></p> <p><i>Resident:</i> Can you please confirm what the latest crime statistics are for Long Eaton?</p> <p><i>Sergeant Liam Caldecott, Derbyshire Constabulary:</i> For all offences in Long Eaton for the twelve months up to 30 September 2014 crime is up by 5%. There are some reasons for this; the recent high profile sexual abuse cases have encouraged people to report such crimes. Also, the recent hot weather has encouraged the drinking of alcohol which has in turn led to more incidents of anti-social behaviour.</p> <p>There have been successes however. Robberies are down 27%, which equates to seven less people being robbed. Dwelling burglaries are down 20%. This equates to 20 less houses. We have been doing some covert work here to capture burglars. Shed burglaries are down 6%.</p>	

	<p><i>Resident:</i> What work has been taking place at the Norfolk Road allotments? There seems to have been a spate of police activity there.</p> <p><i>Sergeant Liam Caldecott, Derbyshire Constabulary:</i> Allotments by their nature are not immediately visible. They tend to house expensive equipment and so become a target. We have done work with the Erewash Community Safety Partnership to fit alarms to allotment buildings and security mark tools. We are also doing preventative work with local second hand stores to prevent such stolen goods being sold on through their premises.</p>	
3.7	<p><u>School crossing patrol at Dovedale School</u></p> <p><i>Resident:</i> I am a parent of children at Dovedale School. I received a text message from the school stating that the school crossing patrol was to be removed due to a cut in the county council's budget. The school is located on a very dangerous road with a blind corner. There are no warning signs to slow down and it's a main bus route. I have worked out that it costs £200 per month to operate a school crossing patrol at this location. Surely £200 per month can be saved from another county council service such as grass cutting instead of this? It's an accident waiting to happen. There is also a lot of illegal parking in this area.</p> <p><i>Ian Marsden, Community Engagement Officer, Erewash Borough Council:</i> I will contact Paul Jameson, Local Area Forum Liaison Officer for Derbyshire County Council to seek a response from the county council in relation to this decision.</p> <p><i>Action: Ian Marsden e-mailed Paul Jameson on 16/10/14.</i></p> <p><i>Resident:</i> My daughter attends Grange School and the school crossing patrol was absent there this morning. I witnessed an increased risk to children this morning in crossing the road. Is this something that Erewash Borough Council could take responsibility for?</p> <p><i>Mike Powell, Forum Chair:</i> School crossing patrols have to remain Derbyshire County Council responsibility.</p> <p><i>Resident:</i> I have placed a written petition in Dovedale School and am encouraging parents and teachers to sign it. It's in the reception area.</p> <p><i>Resident:</i> I live on the Fields Farm Estate and the main road there can be difficult for children to cross even though we have pedestrian lights. Derbyshire County Council seems to take the view that school crossing patrols are only required in locations where there have been previous accidents. Parents need to take responsibility in educating their children in how to cross the road safely.</p> <p><i>Response from Paul Jameson, Local Area Forum Liaison Officer, Derbyshire County Council, received on 18/11/14:</i></p>	<p>IM to contact DCC</p>

	<p>The County Council is facing unprecedented cuts to the funding it receives from Central Government with savings of £157m needed to be made by 2018, almost a third of the authority's entire spending.</p> <p>In response to these cuts, our Cabinet considered a number of potential measures in order to achieve the required savings. One such proposal is to end the provision of the School Crossing Patrol service in 2015, unless alternative sources of funding can be identified for individual sites.</p> <p>Cuts to services which were once unthinkable are having to be considered due to the magnitude of the savings which must be made. These decisions are not being made lightly and Cabinet will decide in due course whether a consultation should be carried out in regard to the future of School Crossing Patrols. A consultation would allow the public to give their views on any proposals, along with schools, trade unions and employees, prior to any decision being made by Cabinet.</p> <p>Details of current consultations and further information on the budget proposals can be viewed via a dedicated page on DCC's website - www.derbyshire.gov.uk/challenge.</p> <p>Contrary to the comments made at the forum, there are a number of school-specific measures in place on Dovedale Avenue.</p> <p>Both approaches feature 'SLOW' carriageway markings, school crossings signs and yellow-backed school safety zone signs (with temporary 20mph speed limit and associated flashing amber lights). These measures should leave drivers in no doubt that they are approaching a school and prompt them to be mindful of the presence of children in the road.</p> <p>Further measures are in place at the entrance to the school in the shape of School Keep Clear zig-zags, with Clearway Order (making them enforceable); there is also a waiting restriction opposite the school, prohibiting parking at school start/finish times. These restrictions should minimise congestion at the school entrance and provide a relatively clear space for children to cross.</p> <p>If illegal or dangerous parking is taking place, residents may wish to raise their concerns with the school directly so that parents/guardians can be reminded of their responsibilities to park in a considerate and safe manner [Ref: SBS 917489].</p>	
3.8	<p><u>Bradshaw Street, New Sawley</u></p> <p><i>Resident:</i> Since Railtrack introduced the spikey fencing to this location there is a pathway that cannot be accessed. What can be done about this?</p> <p><i>Councillor Parkinson:</i> The pathway needs to be on the Definitive Map. If it is, then the lack of access issue can be put to Derbyshire County Council. They will then consider all the evidence. I would suggest that you take it up with your county councillor for Sawley, Councillor Daniel Walton.</p>	

3.9	Two other questions were submitted at the conclusion of the meeting that were not discussed during the meeting (see 3.10 and 3.11).	
3.10	<p><u>Licensing and charities</u></p> <p><i>Resident:</i> When charities undertake collections in our town centres, do they declare how much they have collected to Erewash Borough Council? It is my understanding that they should do this. Can we have some examples of how much has been collected via charity street collections in Long Eaton?</p> <p><i>Ian Marsden, Community Engagement Officer, Erewash Borough Council:</i> I will put these questions to our Licensing team.</p> <p><i>Carolyn Singleton, Licensing Manager, Erewash Borough Council responded on 16/10/14:</i> Street collectors must return a statement form with the collection breakdown after the event. These figures must be signed and certified by an accountant. Some examples are:</p> <ul style="list-style-type: none"> • Animal Accident Rescue Unit, Long Eaton 3 May 2014 raised £31.63; • James Whale fund for Kidney Cancer Care collection held in Ilkeston and Long Eaton on the 12 July 2014 raised £187.70; • Canaan Trust held in Long Eaton on 25 April 2014 raised £239.09. 	IM to contact EBC's Licensing team
3.11	<p><u>Romorantin flats</u></p> <p><i>Resident:</i> What is the policy on leaving properties empty for long periods of time, such as those at Romorantin Place?</p> <p><i>Ian Marsden, Community Engagement Officer, Erewash Borough Council:</i> I will put these questions to EMH Homes.</p> <p><i>Response from Chris Rollings, EMH Homes on 20/10/14:</i> EMH Homes are committed to working to enhance the communities we serve, and providing accommodation that matches the demand of local people. We recognise that there is a part of Romorantin that has been out of use for some time. The reason it became disused was that the accommodation comprised bedsits with shared bathrooms and increasingly people did not want to reside there. There is clearly a large cost associated with either refurbishment or demolition and a new building.</p> <p>Since then I am aware there have been various plans submitted, however, there is an issue in that there is a stream running under the block and this has made the options more limited.</p> <p>It is has not been forgotten about however and we are still actively considering a range of possibilities for the future. Rest assured it is not intended to leave it like that forever.</p>	IM to contact EMH Homes
3.12	The Chair closed the meeting at 8:50pm.	
	Date and time of next meeting Thursday 19 February 2015, 7:00pm.	

	Council Chamber, Long Eaton Town Hall.	
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