

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 17 May 2018

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance – Councillor T Ainsworth and G Hickton.

47/18 PETITION RESOLVED (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Denby Free Primary School – Request for Pedestrian Crossing Provision	173 (epetition)	Councillor K Buttery

(2) that the Strategic Director – Economy, Transport and Environment considers the matters raised in the petition.

48/18 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 26 April 2018 be confirmed as a correct record and signed by the Cabinet Member.

49/18 PETITION - CHESTERFIELD, SHIRLAND STREET – REQUEST TO JOIN THE EXISTING RESIDENTS ONLY PARKING SCHEME Investigations had been undertaken following receipt of a petition requesting consideration of a Residents' Only Parking (ROP) scheme on Shirland Street, Chesterfield and becoming part of Zone C of the Chesterfield ROP scheme.

Shirland Street was a residential street linking Sheffield Road with Infirmary Road and was situated very close to Chesterfield College and the new Derby University Campus. It was approximately 1/4 mile from the town centre and the nearest pay and display car parks. It was covered by an existing prohibition of driving, except for access, Traffic Regulation Order (TRO), which prohibited motor vehicles from using Shirland Street unless it was for reasons of access.

In 2006, officers had consulted on proposals to extend the existing ROP scheme in Chesterfield Town Centre due to an increase in commuter, shopper and college parking on residential streets. Residents of Shirland Street had been included in that consultation to see if they wanted to be included in Zone C, however, they had felt protected by the existing prohibition of driving, except for access TRO and, therefore, they were not included. A number of years had passed and officers had received numerous concerns expressed by the residents of Shirland Street over

indiscriminate and illegal parking by commuters and college students despite regular enforcement by the Police. In response to the number of residents in support of the petition it was proposed that further detailed consultation be carried out by the Council's Traffic and Safety Team and confirm that a majority of residents were in favour of a ROP on Shirland Street.

RESOLVED that (1) subject to further detailed consultation being carried out by the Council's Traffic and Safety Team and confirming that two thirds of residents are in favour of a Residents' Only Parking Scheme on Shirland Street, the Cabinet Member approves the request for Shirland Street to be included in the Chesterfield Residents' Only Parking Zone C; and

(2) the Local Member, Lead Petitioner and the Chief Constable be notified accordingly.

50/18 OBJECTION TO THE (SALCOMBE ROAD, DUNSFORD ROAD, LYDFORD ROAD, MANSFIELD ROAD, MEADOW LANE, DERBY ROAD AND LONG MEADOW ROAD, ALFRETON) (LOADING BAY AND WAITING RESTRICTIIONS) ORDER 2017 Consultation had been undertaken on the (Salcombe Road, Dunsford Road, Lydford Road, Mansfield Road, Meadow Lane, Derby Road, and Long Meadow Road, Alfreton) (Loading Bay and Waiting Restrictions) Order 2017 and the proposal had been advertised.

Officers have been made aware of parking problems in and around the Meadow Lane/Salcombe Road Industrial Estate in Alfreton. Outdated roads designed to old standards, servicing large industrial units and inconsiderate parking by some business owners were causing severe congestion and access problems for other businesses. Representations by the two local Members and numerous businesses in the area, had resulted in plans being prepared to address the problem. These plans showed double yellow lines around junctions and stretches of double yellow lines along lengths of the industrial roads where double parking currently occurred. Salcombe Road and Mansfield Road also suffered from commuter parking as Alfreton railway station was located just off Salcombe Road and some of the railway users choose to park on nearby roads instead of paying in the station car park, which had caused concerns for a local café business located on Salcombe Road as there was nowhere for its customers to park. It was proposed, therefore, to provide a section of Limited Waiting to create a turnover of parking.

Following the legal advert stage, it became apparent that many of the businesses actually wanted additional parking restrictions on some of the roads already proposed for double yellow lines and ones further into the Estate that had not currently be considered, such as Dunsford Road. Officers had received seven written and verbal requests supporting the proposals but wanting additional restrictions. One written objection had been received from a company that stated that it needed the on-street parking on Lydford Road for its customers as they could

not access the rear of its premises located off Dunsford Road due to indiscriminate parking by business with Heavy Goods Vehicles.

A site visit had taken place with a local Member to observe the locations where additional requests had been received. It was proposed that the Order be made as advertised but that the situation be monitored with these possible additions in mind.

RESOLVED to (1) approve the introduction of the (Salcombe Road, Dunsford Road, Lydford Road, Mansfield Road, Meadow Lane, Derby Road, and Long Meadow Road, Alfreton) (Loading Bay and Waiting Restrictions) Order 2017;

(2) recommend that the Order be made as advertised and that officers monitor the situation as a result; and

(3) the Local Members, Objector and the Chief Constable be notified accordingly.

51/18 AMENDMENT TO VEHICLE CROSSING PROVISION ON ADOPTED HIGHWAY Approval was sought for the proposal to amend current service provision by ceasing to provide (constructing) vehicle crossings upon request on adopted highways and to streamline processes to manage and approve vehicle crossing works where requested. Currently, the Economy, Transport and Environment Department not only managed approvals but, in addition, offered to construct vehicle crossings using in-house direct labour. The Council had no legal duty to provide a vehicle crossing service on adopted highways, only to approve the works themselves.

The rationale behind this was that ceasing to provide a non-statutory service would seem to be the best and most efficient use of the Council's resources that were best focused on more urgent priorities. If approved, work would be needed on reviewing public information, the website, an approved contractor list using Derbyshire County Council Trusted Trader scheme, and ensuring the licensing process covered costs. The Council would still be required to 'licence' any work being done and undertake a final inspection to ensure works were undertaken to standard.

RESOLVED (1) to approve the proposal to amend current service provision by ceasing to provide (constructing) vehicle crossings upon request on adopted highways, and to streamline processes to manage and approve vehicle access works where requested; and

(2) that the revised procedures be implemented from 1 June 2018.

52/18 GRANT FOR COMMUNITY SPEEDWATCH SOFTWARE To enable a more effective, efficient and transparent response to speed complaints, Derbyshire County Council, as part of the Derby and Derbyshire Road Safety Partnership

(DDRSP), was developing with Derby City Council and Derbyshire Constabulary, a Speed Management Protocol (SMP).

Community Speedwatch was a popular and effective response to community concerns of excess speed which did not justify the introduction of engineering or enforcement measures. Where there was local demand, Community Speedwatch enabled volunteers from the community to be trained and equipped to check the speed of vehicles. Those that exceeded the limit received an advisory letter and, if this was ignored, might receive appropriate advice from the Police. As these schemes had grown up dependent on local demand, they were managed locally by the Police and the administrative burden involved in the 'back office' managing the letters and records was onerous. In addition, there was little co-ordination between separate schemes which allowed drivers to potentially be checked over a number of schemes without raising any concerns over the dangers and anti-social impact of their driving.

Therefore, it has been agreed that the back office support and management of all Community Speedwatch schemes would be the responsibility of CREST. CREST was the team in DDRSP, managed by the Police, which operated speed cameras across Derby and Derbyshire. This function could be managed by a software package which worked alongside its current StarDome software that managed the process of fixed penalty tickets for road traffic offences. This automation would both remove the onerous and limiting administrative burden and also identify those drivers that consistently posed a risk to other road users, allowing educational advice to be given without resorting to legal process. The software would not enable fixed penalty tickets or other court processes to take place.

RESOLVED to approve the award of grant of £4,731.65 for the purchase and installation of Community Speedwatch software to the Derbyshire Constabulary.

53/18 CONSULTATION: DEPARTMENT FOR TRANSPORT - REPORTING ROAD ACCIDENTS TO THE POLICE The law currently required drivers to report road traffic accidents to a Police Officer or to a Police station in person as soon as possible, and in any case within 24 hours of the accident. The Department for Transport's (DfT) view was that this was an onerous burden on the public, businesses and the Police and did not cater for advances in communication technology, such as the internet.

The public consultation sought to gauge the response to possible changes in the law and allow other means to report accidents, although the DfT was not seeking to mandate alternatives, only to allow Police forces to offer the facility dependent on local needs.

The intention to make reporting an accident more convenient had many benefits including ease and convenience helping the public; reducing the current under-reporting of slight injury accidents; and better recording of non-injury accidents which would be available to highway authorities.

There were, however, some concerns in the suggested approach with different approaches taken by Police forces leading to inconsistent and inaccurate data; and potential malicious use by people with criminal intent or personal agendas.

RESOLVED that the Cabinet Member delegates authority to officers to send a formal response to the Department for Transport consultation on Reporting Road Accidents to the Police in line with the issues and comments in this report.

54/18 CONSULTATION ON NORTH EAST DERBYSHIRE PUBLICATION DRAFT LOCAL PLAN North East Derbyshire District Council (NEDDC) was producing a new Local Plan for the District which would replace the existing North East Derbyshire Local Plan (NEDLP) adopted in 2005. In April 2017, Derbyshire County Council had been consulted by NEDDC on its Consultation Draft Local Plan (CDLP), on which extensive technical comments had been submitted. These comments had particularly related to the policies and proposals for housing, strategic housing and employment allocations, highways, the economy, Green Belt, infrastructure, landscape and visual impact, the environment and green infrastructure. Many of the comments made by the County Council on the CDLP had been taken into account in the most recent set of revisions in the PDLP. There were now no 'soundness' concerns raised by the PDLP from the County Council's point of view, although a number of issues were highlighted in the report which required further consideration by NEDDC and joint working with the County Council where necessary.

RESOLVED that the Cabinet Member delegates authority to the Strategic Director – Economy, Transport and Environment to send a formal response to North East Derbyshire District Council on its Publication Draft Local Plan, in line with the issues and comments set out in this report.