

**PUBLIC**

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 15 November 2016 at County Hall, Matlock.

**PRESENT**

Cabinet Member – Councillor D Collins

Also in attendance – Councillors P Dunn and S A Spencer.

**123/16**                **PETITIONS**                **RESOLVED** (1) to receive the under-mentioned petitions:-

<b><u>Location/Subject</u></b>	<b><u>Signatures</u></b>	<b><u>Local Member</u></b>
Hartshorne, A514 – request for measures to reduce speeding traffic through the village	24	Councillor L Chilton
Middleton-by-Wirksworth, Rise End Crossroads – support for proposed traffic lights	56	Councillor I Ratcliffe

and (2) that the Strategic Director – Economy, Transport and Communities be asked to respond to the matters raised in the petitions.

**124/16**                **MINUTES**                **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 25 October 2016 be confirmed as a correct record and signed by the Cabinet Member.

**125/16**                **PETITION – B6019 TOWN STREET JUNCTION WHARF ROAD, PINXTON – OBJECTIONS TO THE PROPOSED PERMANENT TRAFFIC SIGNAL SCHEME** Town Street, Pinxton formed part of the B6019. Just to the south of Town Street junction with Wharf Road was Brookhill Industrial estate, and as a result, heavy goods vehicles used the B6019 to access the motorway network. The B6019 Town Street, Wharf Road and Beaufit Lane were subject to existing traffic calming measures in the form of vertical concrete cushions. The collision history on these roads where the concrete cushions were in place was good with one slight injury collision recorded at the junction over the last 3 years. This was testimony to the maintained success of the scheme.

Officers had received representations regarding the amount of goods vehicles using the B6019 and the subsequent noise and vibration allegedly generated by goods vehicles travelling over these features.

Officers looked at the site with a view to removing the current concrete cushions and providing a new traffic calming measure, which did not involve the installation of a raised feature and the opinion was that the only suitable solution would be to introduce a permanent Traffic Signal Scheme at the junction of the B6019 Town Street and Wharf Road.

Formal consultation on this proposal took place in August 2016 and 15 responses from members of the public had been received. Officers had interpreted that 60% of the responses did not support the proposed permanent Traffic Signal Scheme and 40% of the responses were in favour. As well as these responses, officers had received a petition signed by 44 persons objecting to the proposal. Officers and the Local Member attended a Pinxton Parish Council meeting on 21 September 2016. The proposed permanent Traffic Signal scheme was discussed and it was agreed that the proposal be rejected. Considering the feedback received as part of the consultation, the petition and the rejection of the proposal at the Parish Council meeting, officers were of the opinion to cancel the proposed scheme on the B6019 Town Street junction Wharf Road, Pinxton and that the existing measures remained in place.

**RESOLVED** that (1) the Authority does not proceed with the introduction of the proposed Permanent Traffic Signal Scheme on the B6019 Town Street junction Wharf Road, Pinxton; and

(2) the Local Member and objectors be notified accordingly.

**126/16      PETITION – CHESTERFIELD, OWEN FALLS AVENUE – PARKING ISSUES** Following receipt of a petition requesting measures to prevent parking by non-residents on Owen Falls Avenue and surrounding roads on the estate investigations had been undertaken. These roads were being used throughout the day for commuters either working in the town centre or travelling on the train to avoid town centre car parking charges.

The Riverside Estate was located east of Chesterfield town centre and a short walk to the railway station. The majority of the houses had garages and off-road parking for at least one vehicle. Following the completion of the Riverside Development, which includes Wain Avenue and Owen Falls Avenue, part of the planning agreement for the development was a contribution of £19,000 from Shephard Homes for the provision of a possible Residents Parking Scheme (RPS) for the estate. However, following an assessment of the site the provision of a RPS was not considered a feasible option. Following legal advice, the County Council used a proportion of the allocated funding towards the introduction of waiting restrictions.

Since 2010, the Authority had introduced two phases of waiting restrictions for the Riverside Estate which included areas of double yellow lines and single yellow line restrictions, intended to keep junctions free of parked cars and areas

where parking was permitted without having a detrimental effect on traffic flow through the estate. Officers had previously acknowledged that additional double yellow lines ('No Waiting At Any Time') could be provided at the junction of Owen Falls Avenue with Wain Avenue and this work would be undertaken commensurate with other duties and staff resources allow. The Council prioritised such work and employed a ranking system due to the current demand for such work.

The lead petitioner was particularly concerned about the lower part of Owen Falls Avenue where around five commuter cars parked adjacent to a property's boundary fence. Owen Falls Avenue was a cul-de-sac serving 11 properties. Its junction with Wain Avenue was protected with double yellow lines and whilst residents may not wish to see the cars parked there, Council officers did not consider them to be causing a road safety issue on this quiet stretch of road. It had also been suggested that areas of short stay parking on the estate would have the benefit of prohibiting all day parking by commuters, thus allowing residents' areas where they and their visitors could park. Officers were currently considering this as an option on the nearby Piccadilly Road where terraced houses had no off-street parking and residents continually found the space outside their property taken up by all day commuter parking. Consideration could therefore be given to a similar parking arrangement on the Riverside Estate, particularly on Wain Avenue where there were a few houses without garages or off-street parking. At the same time, officers could pursue the introduction of double yellow lines around the junction of Wain Avenue with Owen Falls Avenue as previously discussed.

**RESOLVED** (1) to approve the introduction of a 'No Waiting At Any Time' restriction for the Owen Falls Avenue/Wain Avenue junction, Chesterfield and gives consideration to introducing other parking restrictions in the area, subject to public consultations and the availability of staff resources; and

(2) the Local Member and lead petitioner be informed of the outcome of this report.

**127/16      PETITION – REQUEST FOR 20MPH SPEED LIMIT ON DUKE STREET, GLOSSOP** Following receipt of a petition requesting a reduction in the speed limit to 20mph on Duke Street, Glossop investigations had taken place.

Duke Street was part of the residential grid to the south-west of the centre of Glossop; it linked Pikes Lane with St Mary's Road. There were four roads which either crossed or joined Duke Street and there were currently no restrictions of any sort on this street. The street was lit and therefore subject to the built-up speed limit of 30mph. Interrogation of the Police database revealed that there had been no recorded injury accidents in the last 12 years to 31 March 2016.

With regard to permanent 20mph speed limits, the County Council was currently looking into their use and effectiveness through trials at pilot sites, and the Department of Transport was due to publish its findings in 2017. Early

indications were that a signed 20mph speed limit yielded minimal speed reduction. However, the County Council was currently trialling a 20mph site near Glossop as part of its investigations.

The County Council had agreed the implementation of two further trial sites in addition to the scheme at Padfield. The idea being that the agreed trials and the Government research enabled the County Council to establish a future policy on its general approach to future requests for 20mph speed limits in Derbyshire. In light of this, it was felt that the request be declined until the trial sites had been assessed and decisions made upon the appropriateness of these schemes in Derbyshire.

**RESOLVED** that (1) the request for a 20mph speed limit on Duke Street, Glossop be refused; and

(2) the Local Member, the Police and lead petitioner be informed accordingly.

**128/16      AWARD OF GRANTS TO EXTERNAL RECIPIENTS RESOLVED** to approve the award of grants as follows:

- £5,000 to Network Rail
- £5,000 to Ecclesbourne Valley Railway
- £200 to Chinley and Buxworth Transport Group

**129/16      BUDGET MONITORING 2016-17 – PERIOD 5** The net controllable budget for the Highways, Transport and Infrastructure portfolio was £73.004m. The Revenue Budget Monitoring Statement, prepared at Period 5, indicated that there was a projected year end overspend of £1.327m. Within this overspend figure was an amount of £2.055m overspend on the provision of local bus services. It was agreed by Cabinet on 27 January 2015 that up to £3.500m of the cost of this would be met from General Reserves over 2 years. If this was utilised, the forecast underspend would be £0.728m.

The key variances included Highways Maintenance (projected overspend of £1.523m), Highways Management (projected underspend £1.004m), Transport and Travel (projected overspend £1.115m), Waste Management (projected underspend £0.547m), Resources and Improvement (projected underspend £0.546m) and unallocated budget of £1.491m.

Budget reductions totalling £7.371 had been allocated for the year for this portfolio. It was anticipated that £4.850m of these would have been achieved by the year end. Earmarked Reserves relating to this portfolio, totalling £26.992m were currently held to support future expenditure. Details of these reserves were provided.

**RESOLVED** to note the report

**130/16      EXCLUSION OF THE PUBLIC RESOLVED** to exclude the public from the meeting during the consideration of the remaining items on the agenda to avoid the disclosure of exempt or confidential information.

**SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC WERE EXCLUDED FROM THE MEETING**

1. To receive declarations of interest (if any)
2. To consider the exempt report of the Strategic Director Economy, Transport and Communities on Chesterfield Canal – Killamarsh Property Acquisition (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))

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