

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 25 October 2016 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor D Collins

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

115/16 **PETITION** **RESOLVED** (1) to receive the under-mentioned petition:-

<u>Location/Subject</u>	<u>Signatures</u>	<u>Local Member</u>
Grassmoor Country Park – Opposition to the Closure of the Car Park at Corbriggs	66	Councillors D Allen and Julie Hill

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

116/16 **MINUTES** **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 4 October 2016 be confirmed as a correct record and signed by the Cabinet Member.

117/16 **PETITION – BOYTHORPE AVENUE AND BOYTHORPE MOUNT, CHESTERFIELD – REQUEST FOR A RESIDENTS' PARKING SCHEME** A petition had been received requesting a Residents' Parking Scheme (RPS) in Boythorpe Avenue and Boythorpe Mount.

The introduction of a RPS could lead to parked vehicles being transferred to nearby roads and a successful RPS would only work in a wider area or zone, rather than individual streets. The side streets off Boythorpe Avenue would have to be included in any scheme to make it viable and to minimise impact on surrounding areas.

It was unlikely that the required trigger level of 66% of residents in favour of a RPS would be achieved, given the rejection received following a previous survey exercise.

RESOLVED that (1) the request for a Residents' Parking Scheme for Boythorpe Avenue and Boythorpe Mount, Chesterfield is not supported; and

(2) the Local Member and lead petitioner be informed of the decision.

118/16 PETITION – BUS SERVICE 122, REINSTATEMENT OF SERVICE FOR RIDGEWAY, DALE CLOSE AND THE WOODLANDS

Following the receipt of a petition requesting the reinstatement of a bus service for Ridgeway in Shirebrook, Dale Close in Nether Langwith and The Woodlands area of Whaley Thorns investigations have been undertaken.

Prior to the expiry date of the contract for Service 122, the Council retendered with a view to securing replacement provision from 25 October 2015 onwards. An alternative tender submission was received from Stagecoach East Midlands and the tender was awarded to them.

Most of the former Service 122 route continued to be directly served by alternative bus services and in some instances, these alternatives offered enhancements services. Unfortunately, it was not logistically possible to restore a direct bus service for Ridgeway or Dale Close (or Devonshire Drive), within the current resources. For those unable to access the alternative bus services, Clowne and District Community Transport provided transport more tailored towards door to door provision.

RESOLVED (1) to note that it is not possible to fulfil the petitioners' request to reinstate a bus service for Ridgeway and Dale Close within the existing resource and that restoration of the former Service 122 would incur significant additional cost, which cannot be justified given the limited areas concerned and the proximity of these areas to alternative services;

(2) that the availability of alternative Service 23 for The Woodlands, which maintains an hourly service for the area be noted; and

(3) the Local Members and lead petitioner be advised of the views as set out in the report.

119/16 TOTAL TRANSPORT PROJECT : DEMAND RESPONSIVE TRANSPORT PILOT SCHEME

The County Council was currently consulting on the proposals to withdraw all County Council funding for subsidised local bus services (supported services) and Dial-a-Bus (DAB) services. Whilst no final decision has yet been taken on what form passenger transport services should take in the future, it was thought that Demand Responsive Transport (DRT) might have a role in rural areas of the County where demand on existing supported and DAB services was low.

The potential benefits of DRT could be further increased if it was operated as part of a wider 'Total Transport' solution linking in with existing health and

school transport. To get a better understanding of how such a service might operate, and identify where it might be appropriate, it was considered that there would be benefits in running a trial scheme for a period of 6-12 months. A DRT type service was currently being operated for Staffordshire County Council by Ashbourne Community Transport and it was felt that it would be opportune to pilot DRT in the Ashbourne area to see if it would better meet the needs of users of existing bus and DAB services. It was also envisaged that, subject to agreement with the Clinical Commissioning Group and the East Midlands Ambulance Service, some, or all, of the non-emergency patient transport journeys to St Oswald's Hospital, Ashbourne could be incorporated into the trial. The trial would be operated under 'O' licence regulations, the results of the trial would be equally applicable to conventional bus operators should the Authority decide to introduce similar services elsewhere in Derbyshire.

The cost of a pilot DRT service for six months would be £29,996 and this would be met from the Rural Sustainable Transport grant which was made available to the County Council by the Department of Transport.

RESOLVED to (1) approve the proposals for a pilot Demand Responsive Transport service in the north Ashbourne area for a period of six months, with the option to extend for a period of up to 12 months;

(2) note that the service will be monitored and evaluated to help shape other Demand Responsive Transport services that may be provided across the County; and

(3) receive a further report in due course.

120/16 ADDITION TO THE 2016-17 CAPITAL PROGRAMME – PURCHASE OF BULK ASPHALT HOT BOXES The two Liquefied Petroleum Gas (LPG) -heated static hot boxes currently in use daily at Stonegravels depot have been in operation for over ten years and are now inefficient, beyond their shelf life and past any state of repair.

The costs of purchasing the hot boxes were compared with the option of hiring them over a ten year period, and purchasing the boxes proved to be over £110,000 cheaper than hiring. The purchase of these two hot boxes could be funded from the Premise Improvements earmarked reserve via a revenue contribution to capital expenditure. Approval was therefore sought to add the purchase and installation of two hot boxes at Stonegravels depot, Chesterfield, to the Capital Programme 2016-17.

RESOLVED to approve the addition to the Capital Programme 2016-17 for the purchase of two hot boxes, up to an estimated cost of £67,000, to be funded from the Premise Improvements earmarked reserve via a revenue contribution to capital expenditure.

121/16 CONSULTATION : DERBYSHIRE DALES LOCAL PLAN – PRE-SUBMISSION DRAFT PLAN

The County Council has been consulted on the Derbyshire Dales Local Plan – Pre-Submission Draft Plan (PSDP) and extensive Member and Officer technical comments were submitted.

Derbyshire Dales District Council (DDDC) has considered all representations submitted on the Draft Local Plan and has made various amendments to the Plan, which were now incorporated in the PSDP. The District's overall housing provision requirement, which has been increased from 6,015 to 6,440 new homes over the period 2013 to 2033 and further 'sensitivity testing' of the housing requirement was recommended. The Highway Authority comments remain largely relevant to the PSDP although the increase in housing allocation could have potential additional highways impact implications and it was recommended that the Transport Study was updated to reflect this and any other changes. County Council's officers provided detailed comments on the school place provision requirements relating to each of the proposed housing allocations and to ensure this provision was up to date DDDC was requested to consult further with the County Council's Children's Services Department. Further information was detailed in the report.

Councillor Spencer stated that he supported many of the comments in the report, however his priority in his division was the provision of an Ashbourne by-pass. There was only one route for it to meet the southern by-pass and DDDC had allocated this for a Traveller Site (Watery Lane, Ashbourne). Councillor Spencer also noted the comment made by Councillor Ratcliffe supporting the allocation of the Watery Lane site and asked for it to be removed before submission to DDDC, as the site was not within her County Council Division but within his.

This was the last round of public consultation on the Local Plan before it was submitted to the Secretary of State at the end of this year for an Examination in Public (EIP). In order to meet DDDC's statutory deadline for submission of comments, provisional informal comments were submitted to DDDC on 22 September 2016, subject to agreement at this Meeting.

RESOLVED to delegate authority to officers to send a formal response to Derbyshire Dales District Council in response to its public consultation on the Derbyshire Dales Local Plan – Pre-Submission Draft Plan, in line with the issues and principles set out in the report and any additional comments agreed at the Cabinet Member meeting.

122/16 ANNUAL REPORT OF PROGRESS OF DERBYSHIRE'S LOCAL FLOOD RISK MANAGEMENT STRATEGY

The annual report detailed the progress made on the delivery of Derbyshire's Local Flood Risk Management Strategy (LFRMS) in 2015-16.

Notable highlights included the completion of over 500 planning related responses providing advice to the local planning authorities; ongoing development of an enhanced flood response policy; working as a pilot for the Midlands Communities at Risk (C@R) project which provided an opportunity to identify priority areas for Derbyshire utilising Derbyshire's local data; and reviewing the effectiveness of the Flood Warden Schemes and developing other initiatives, including more guidance on personal resilience.

RESOLVED that (1) the progress made on delivering Derbyshire's Local Flood Risk Management Strategy in 2015-16 is welcomed and noted; and

(2) the development of an enhanced Flood Response Policy be the subject of a future report.