

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 26 October 2017 at County Hall, Matlock.

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance – Councillor T Ainsworth

107/17 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 14 September 2017 be confirmed as a correct record and signed by the Cabinet Member.

108/17 MILL ROAD, LEA ROAD AND WILLERSLEY LANE, CROMFORD – OBJECTION TO PROPOSED RESTRICTION AND PROHIBITION OF WAITING ORDER Following the statutory consultation and public notice of the proposal to introduce restrictions and Prohibition of Waiting on Mill Road, Lea Road and Willersley Lane, Cromford objections were received from Historic England and the County Council's Conservation Team.

The objection from Historic England related to the increased area of yellow lining and the harmful and detracting visual impact it would have on the area. The County Council's Heritage and Design team has also raised similar concerns in regard to the extent of the yellow lining proposed and the negative impact on the character of the World Heritage Site and Conservation Area.

It was recommended that the double yellow line scheme, as set out in Appendix A to the report be approved. To minimise the visual impact, lining in this Conservation Area would be applied at the minimum allowed width of 50mm, and in a less intrusive primrose yellow.

RESOLVED that (1) the proposed Prohibition and Restriction of Waiting for Mill Road, Lea Road and Willersley Lane, Cromford, as shown on Appendix A attached to the report be introduced as advertised; and

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

109/17 ADDITION TO THE CAPITAL PROGRAMME 2017-18 – TRAFFIC COUNTING EQUIPMENT FOR THE PEAK RESORT DEVELOPMENT Birchall Properties Limited, the developer of the Peak Resort in Chesterfield has, following consultation with the County Council's Traffic Data and Analysis Team, has asked whether the Council would be willing to provide all of the traffic monitoring

requirements as stated in its planning obligation. The following programme of developer funded monitoring has been proposed:

- Traffic impacts on Whittington Moor be established by utilising permanent Automatic Traffic Monitoring Sites installed on the southern approaches to the development.
- Permanent Automatic Traffic Counts be installed, maintained and operated by the Council for a period of five years.
- That the timing of installations would follow Peak Resort roundabout construction works to allow traffic movements to normalise. This could mean that the proposed installations could be delayed until the 2018-19 Capital Programme year.

The cost of the works, estimated at £27,240, would be met in full from external developer funding.

RESOLVED to (1) approve the addition of traffic monitoring for the Peak Resort Development to the 2017-18 Capital Programme which will be funded in full by the developer Birchall Properties Limited; and

(2) note that the installations may be carried out in the 2018-19 Capital Programme year depending on the progress of roundabout construction works.

110/17 REQUEST FOR A TRAFFIC REGULATION ORDER – STONEY MIDDLETON BYWAY OPEN TO ALL TRAFFIC 15 – JACOBS LADDER

Public consultation has been undertaken seeking opinions in relation to a request to implement a Traffic Regulation Order (TRO) on Stoney Middleton Byway Open to All Traffic (BOAT) No 15 (also known as Jacobs Ladder).

In response to the issues raised by the consultation, the report contained officer comments on repairing the damage and maintaining a route suitable for public use; voluntary restraint; better signage; and making a traffic regulation order.

Section 1 of the Road Traffic Regulations Act 1984 outlined the criteria that needed to be met in order that a Traffic Regulation Order might be implemented, and an assessment of this criteria in relation to Stoney Middleton BOAT 15 had been undertaken showing that a number of the criteria were met. The options available to the Council following this assessment included doing nothing or implementing a Traffic Regulation Order.

In exercising its functions as Highway Authority, the Council must also have due regard for the purpose of the National Park as required by sections 5 and 11A of the National Parks and Access to the Countryside Act 1949. It was concluded that MPVs were incompatible with aims and objectives of the National Park at this location and a TRO should be made and implemented to prevent the use at all times by MPVs with the exception of emergency vehicles and the management of adjoining premises.

It was proposed, therefore, to consult on the imposition of a TRO to preclude the use of the section A-B which was the narrowest part of the route, shown on the plan to the report, by MPVs at all times. Exceptions would include access for emergency vehicles and access to premises. A total distance of 145m or thereabouts.

The Cabinet Member allowed Mr D Sparkes representing the Green Lane Association and Ms A Robinson representing Peak District Green Lane Alliance, to address the meeting.

Mr Sparkes had forwarded a copy of his presentation to members and presented a case against proceeding immediately to initiate the Traffic Regulation Order process and asked the Cabinet Member to seek alternative options.

Ms Robinson commended the detailed report but presented a case for the argument to apply the TRO to the whole length of Jacobs Ladder (Stoney Middleton BOAT No 15). It was felt that it would be impossible to enforce a TRO on such a short length in the middle of the route.

The Cabinet Member stated that he had examined and taken into account the advice given by officers and all the representations forwarded to him. He had listened to all the arguments and concluded that the key issue applied to the whole route and signage at the junctions indicating the short length of TRO would not be sufficient to deter vehicles. He concluded that steps should be undertaken to make a TRO on the length of Jacobs Ladder from its junctions with The Nook and New Road, Stoney Middleton.

RESOLVED to note (1) the outcome of the informal public consultation;

(2) that the Strategic Director – Economy, Transport and Communities undertakes the necessary steps required by the Local Authorities' (Traffic Procedure) (England and Wales) Regulations 1996 to make a Traffic Regulation Order to prohibit Mechanically Propelled Vehicles from using Jacobs Ladder between its junction with The Nook and New Lane, Stoney Middleton;

(3) that a further report will be submitted to the Cabinet Member in the event that objections to the proposed Traffic Regulation Order are received; and

(4) that if no objections are received, the Traffic Regulation Order will be confirmed.

111/17 BUDGET MONITORING 2017-18 – PERIOD 5 The net controllable budget for the Highways, Transport and Infrastructure portfolio was £76.487m. The Revenue Budget Monitoring Statement, prepared at Period 5, indicated that there was a projected year end underspend of £2.826m. There was a projected £2.824m overspend on the provision of local bus services and Cabinet had previously agreed that up to £4.750m of the cost of this service would be met from General Reserves

over two years. £1.929m of the General Reserve was utilised in 2016-17 to cover the overspend on local bus services, leaving an amount of up to £2.821m available in 2017-18.

The key variances included Waste Management (projected underspend £2.314m) Planning and Development (projected underspend £1.051m), Highways Maintenance (projected overspend of £0.969m), Public and Community Transport (projected overspend £2.482m), and unallocated budget of £1.266m.

A savings target of £5.729m has been allocated for 2017-18, of which £2.852m would be achieved. The Revenue Budget Report approved by Council on 8 February 2017 agreed to support the savings shortfall through the use of one-off funding, in accordance with the five year savings programme which projects delivery of the targets by 2020-21. Earmarked Reserves relating to this portfolio, totalling £22.118m were currently held to support future expenditure. Details of these reserves were provided in the report.

RESOLVED to note the report.

112/17 EXCLUSION OF THE PUBLIC RESOLVED that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings:-

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING

1. To consider the exempt Report of the Strategic Director – Economy, Transport and Communities on Derbyshire Connect Total Transport Project Extension. (contains information relating to the financial or business affairs of a particular person (including the Authority holding that information))