

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 14 September 2017 at County Hall, Matlock.

PRESENT

Cabinet Member - Councillor B Lewis

An apology for absence was received from Councillor P A Smith.

84/17 PETITIONS RESOLVED (1) to receive the under-mentioned petitions:-

<u>Location/Subject</u>	<u>Signatures</u>	<u>Local Member</u>
Clowne and District Community Transport – Request to Continue Funding this Bus Scheme (3 petitions)	104	Councillors A Western and D McGregor
	53	Councillors A Western, D McGregor and C Dale
	34	Councillors A Western and C Dale
Hilton, Main Street – Request for Safety Improvements	290	Councillor J Patten

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

85/17 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 20 July 2017 be confirmed as a correct record.

86/17 PETITION - DIMPLE LANE, CRICH – REQUEST FOR THE ELECTRICITY SUB-STATION TO BE RE-SITED A petition has been received requesting the re-siting of an electricity sub-station on Dimple Lane, Crich.

Western Power Distribution (WPD) has established this sub-station to support increase in development in the area and was situated on the junction of Springfield Close and Dimple Lane, Crich. WPD has powers as a statutory undertaker to install over-ground apparatus in the highway and the correct notification procedure has been followed.

The site has been inspected and the visibility measurements exceeded the 40m distances specified in the Manual for Streets.

RESOLVED that the petition is rejected as the County Council has no powers to require the re-siting of this electricity substation as it allows more than the minimum required visibility at the junction.

87/17 PETITION – REQUEST FOR A CONTROLLED CROSSING OUTSIDE NORTH WINGFIELD PRIMARY SCHOOL, CHESTERFIELD ROAD, NORTH WINGFIELD

A petition requesting a controlled crossing outside North Wingfield Primary School has been received and it was reported that investigations have previously been undertaken.

The PV2 figures which sought to balance the needs of pedestrians and traffic, were generally low in this area as the majority of pedestrian movements were greatest at school opening and closing times and during term times only. The recorded values in October 2015 was 0.07 and 0.19 against the criteria of 1.0.

It is acknowledged that there was potential for pedestrian numbers to increase at this site in the future. While this was unlikely to trigger the criteria for a pedestrian crossing, given the figures outlined in the report, it might, at some point, be appropriate to install a zebra crossing similar to those elsewhere on Chesterfield Road.

Officers have worked with the Primary School to look at existing travel arrangements and the public right of way, which runs along the back of the properties from Torrani Way to the school would be resurfaced. Parents and pupils from the White Leas Avenue area could still use the existing Zebra Crossings and walk up the eastern footpath and those pupils from the south could use the newly resurfaced path.

RESOLVED that (1) the Authority does not proceed with the introduction of a proposed controlled crossing point, including a Zebra crossing, on Chesterfield Road, outside North Wingfield Primary School; and

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

88/17 PETITION - QUEEN STREET AND BIRCHWOOD LANE, SOMERCOTES - REQUEST FOR PARKING RESTRICTIONS

Following the receipt of a petition requesting double yellow lines at the junction of Queen Street with Birchwood Lane, Somercotes, investigations have been undertaken.

It was considered that it would be more appropriate to provide a single yellow line restriction on Birchwood Lane opposite the junction of Queen Street running from Monday – Friday 9am through to 4pm. This would allow the junction to be kept clear of parked vehicles during the day and allow residents to park outside their

Properties in the evening. These proposals were currently waiting to be advertised on street and in the local paper in line with the Authority's statutory processes.

RESOLVED that (1) the request for single and double yellow lines at the junction of Queen Street and Birchwood Lane, Somercotes be advertised as shown on attached drawing No. HMT/MSN/223/17/7; and

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

89/17 OBJECTIONS TO THE DERBYSHIRE COUNTY COUNCIL (DRONFIELD VARIOUS STREETS) (WAITING RESTRICTIONS) ORDER 2017

Following public advertisement and consultation on various Traffic Regulations Orders (TROs) at eight various locations in Dronfield, objections have been received.

The objections and officer comments were considered as detailed in the report. Officers would monitor any displacement of parked vehicles and make further recommendations should they be required.

RESOLVED that (1) the proposed Traffic Regulation Order (Derbyshire County Council, Dronfield Various Streets) (Waiting Restrictions) Order 2017 be introduced as advertised and implemented in due course; and

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

90/17 HIGHWAY WORKS SECTION 278 AGREEMENT – A61/ BROOMBANK ROAD JUNCTION IMPROVEMENT FOR PEAK RESORT, THE BRUSHES, UNSTONE

As part of the planning permission for a major development project known as Peak Resort, the developer, Birchall Properties Limited was obliged to fund or carry out various improvements to the local highway network to mitigate the traffic impacts of its proposals.

A number of financial contributions have been accepted from the developer to be used by the Council to undertake various highway improvements close to the development, including the improvement of the junction between Broombank Road and Sheepbridge Lane. In addition, the developer's planning consent includes conditions for it to carry out other highway improvements (including a roundabout at the site access to B6057 Sheffield Road and traffic signals at the junction of the northbound A61 slip roads with Broombank Road).

The developer has also paid the County Council to undertake design work for the A61 slip road signals. This design work has revealed that it would be preferable for the Sheepbridge Lane junction and the A61 slip roads to be signalised as a single, combined junction and the developer has asked if it would be possible to pay the Council the cost of the A61 slip road signals scheme rather than carrying out the work itself as this would enable the Council to combine the funding with the existing

Sheepbridge Lane contribution already in its possession and undertake a single improvement.

The developer was obliged to construct a foul sewer connection between the development and an existing sewer in Sheepbridge Lane and approval was currently being sought from the Water Authority. If this was granted, the developer has asked whether the Council would be prepared to provide a cost estimate to install the sewer where it passes beneath the above junction.

RESOLVED (1) to note the intention to enter into a Section 278 Agreement for the developer funding of the A61/Broombank Road junction improvement; and

(2) to approve the addition of £60,000 (or such sum as the Strategic Director – Economy, Transport and Communities considers necessary to cover the cost of the works) to the Economy, Transport and Communities Department 2017-18 Capital Programme.

91/17 AWARD OF GRANTS TO EXTERNAL RECIPIENTS

RESOLVED that the Cabinet Member (1) approves the award of grant of £4,500 to Derbyshire Constabulary; and

(2) requests that a report on the use of the speed guns is made available to the Cabinet Member.

92/17 EAST MIDLANDS RAIL FRANCHISE CONSULTATION RESPONSE

The Department for Transport (DfT) produced, in July 2017, a 12 week consultation for the next East Midlands rail franchise process. The new franchise would begin operation in August 2019 to replace the current operation run by East Midlands Trains, part of the Stagecoach group. Deadline for responses was 11 October 2017.

The DfT was looking for a new franchisee to meet six overriding franchise principles:

1. Support the Government's agenda to make the Midlands an engine for growth, working to develop connectivity within the region and beyond, and supporting the region's industry and leisure economy.
2. Provide the capacity to address predicted growth in demand, particularly into St Pancras, but also on crowded local services.
3. Invest in the train fleet to improve capacity, operating performance and reliability, while reducing operating costs and the carbon footprint.
4. Improve passenger satisfaction and public perception of the railway including the ticket buying experience, station facilities, compensation arrangements and on board passenger comfort, including availability of high speed Wi-Fi and wireless connectivity.
5. Work closely with Network Rail to make the most of investment in the route's infrastructure to reduce journey times on long distance services and achieve a high level of service resilience.

6. Clearly express its commitment to operate a sustainable rail business, supporting the region's social and economic development, and investing in its workforce, their training, skills and career development.

East Midlands Council's (EMC) has been actively working with the DfT to identify East Midlands issues in conjunction with constituent Local Transport authorities and has produced a response. It was proposed that this EMC response forms the basis of the DCC response which will be considered by the East Midlands Council's Executive Board meeting on 29 September 2017 for approval.

In parallel with the franchise consultation, DfT has reopened the bidding process with any new potential train operators beyond those already shortlisted: namely Stagecoach, Arriva, and First/Trenitalia (First Group and Italian State railways). The DfT expects to issue an Invitation to Tender to bidders in April 2018, and award the contract in Spring 2019 for commencement in August 2019.

RESOLVED to authorise Derbyshire County Council response, allied to the East Midlands Council's response, for the new East Midlands franchise, to the Department for Transport.

93/17 CONTRIBUTION TOWARDS THE TRANS PENNINE TRAIL OFFICE

The Trans Pennine Trail (TPT) was built and managed by 26 local authorities and governed by a Memorandum of Understanding (MoU). Physical management of the Trail was undertaken by the individual local authorities but a small Central team, based at Barnsley Metropolitan Borough Council (MBC), provided general support.

The office running costs were met from contributions from the 26 local authorities and the request this year was for a contribution of £3,535, which was the same rate as the 2016-17 contribution.

RESOLVED that approval be given to make the contribution of £3,535 towards the operating costs of the Trans Pennine Trail Central Office for 2017-18.

94/17 REVIEW OF CHARGES AND PAYMENTS FOR COMMERCIAL WASTE, ABANDONED VEHICLES, RECYCLING CREDITS AND EXCESS MILEAGE

The charges and payments made to District and Borough Councils for the disposal of commercial waste and abandoned vehicles; and payments for recycling credits and excess mileage relating to the delivery of waste management services within the County, detailed in the report and have been subject to an annual review. It was proposed to increase the Commercial Waste disposal recharge in 2017/2018 to £129.08 per tonne; the abandoned vehicle payments to £38.23 per vehicle which took into account the annual adjustment based on the Retail Price Index (RPI); Recycling Credits in accordance with the statutory 3% increase to £54.94 per tonne; and the excess mileage payments, linked to the RPI, to £0.92 per tonne per mile, or £36.69 per hour travelled.

RESOLVED to approve (1) the commercial waste disposal recharge rate for 2017-18 at £129.08 per tonne, which includes a 2% administration charge;

(2) the abandoned vehicle rate for 2017-18 at £38.23 per vehicle in accordance with the Agency Agreement;

(3) the recycling credit rate for 2017-18 at £54.94 per tonne; and

(4) the excess mileage payment for 2017-18 at £0.92 per tonne per mile or £36.69 per hour travelled.

95/17 REVENUE OUTTURN 2016-17 The final statement setting out the final revenue controllable outturn position for the Highways, Transport and Infrastructure Portfolio for 2016-17 was attached to the report. Net expenditure was £72.832m against a budget of £75.291m, resulting in a controllable underspend of £2.459m. The overspend on the provision of local bus services was £1.929m and the General Reserve has been used to offset this overspend.

Key variances included Highway Maintenance (overspend of £1.534m), Transport and Travel (underspend of £1.546m), Waste Management (underspend of £0.922m) and Planning and Development (underspend of £0.637m).

Growth items in the 2016-17 budget were Waste management – increase in Landfill Tax, increase in Landfill costs from 2016 amounting to £0.924m. An additional £0.867m was allocated in the year from Corporate Contingency to cover increases relating to the contractual gate fees at transfer stations, and the Arkwright in-vessel composting facility.

Of the total controllable underspend, ring-fenced commitments total £0.251m.

Budget savings totalling £7.371m were allocated for the year and a saving of £4.947m was achieved by the year end.

RESOLVED to note the report.

96/17 BUDGET MONITORING 2017-18 – PERIOD 3 The net controllable budget for the Highways, Transport and Infrastructure portfolio was £75.447m. The Revenue Budget Monitoring Statement, prepared at Period 3, indicated that there was a projected year end overspend of £0.713m. There was a projected £2.592m 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. Council would consider on 13 September 2017 the reversal of a £1.5m budget saving for Highway Maintenance which would

enable a programme of improvement works to take place as detailed in the 20 July 2017 Cabinet report.

The key variances included Planning and Development (projected underspend £0.499m), Highways Maintenance (projected overspend of £1.174m), Public and Community Transport (projected overspend £2.531m), and unallocated budget of £1.267m.

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 £19.782m were currently held to support future expenditure. Details of these reserves were provided in the report.

RESOLVED to note the report.

97/17 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 confirm the exempt Minutes of the meeting held on 20 July 2017.
2. To consider the exempt Report of the Strategic Director – Economy, Transport and Communities on:-
 - (a) Derbyshire Connect Total Transport Progress Report and Proposals for the Future. (contains information relating to the financial or business affairs of a particular person (including the Authority holding that information))
 - (b) Management of Traffic Regulation Orders (contains information relating to the financial or business affairs of a particular person (including the Authority holding that information))