

**PUBLIC**

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 11 January 2018

**PRESENT**

Cabinet Member - Councillor S A Spencer

Also in attendance – Councillors T Ainsworth and G Hickton

In accordance with Standing Orders, Councillor A Dale attended the meeting as local Member in respect of Minute No 8/18.

**1/18        MINUTES   RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 7 December 2017 be confirmed as a correct record and signed by the Cabinet Member.

**2/18        DERBYSHIRE COUNTY COUNCIL PERMIT SCHEME FOR ROAD WORKS AND STREET WORKS** The Evaluation Report of the Derbyshire County Council Permit Scheme (DCCPS) for Road Works and Street Works from 1 April 2015 to 31 March 2017 was attached to the report as an appendix.

Information was provided on compliance with the DCCPS, both in terms of the utility companies but also the Council's own works promoters. The operation of the DCCPS has assisted with the effective management of street works on the highway network and continued to aid the co-ordination of works across the County. The Council was currently only permitting traffic sensitive streets and it was consideration should be given to extending the permit scheme to cover all roads across the County (excluding Derby City).

Although the Council under covered its cost for operation of the scheme, £40,000 in 2015-16 and £5,000 in 2016-17, it was anticipated that the Council would, in the next two years, be fully recovering the costs.

**RESOLVED** that (1) the Cabinet Member approves the Derbyshire County Council Permit Scheme Evaluation Report for the period 1 April 2015 to 31 March 2017; and

(2) a further report on the implications of extending the Derbyshire County Council Permit Scheme to all roads within the administrative boundary of Derbyshire be submitted to a future Cabinet Member meeting.

**3/18        BUDGET MONITORING 2017-18 – PERIOD 7** The net controllable budget for the Highways, Transport and Infrastructure portfolio was £76.847m. The Revenue Budget Monitoring Statement, prepared at Period 7, indicated that there

was a projected year end underspend of £2.668m. There was a projected £2.761m 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 of £2.776m), Planning and Development (projected underspend £1.005m), Highways Maintenance (projected overspend of £1.568m), Public and Community Transport (projected overspend £2.337m), 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 £21.004m were currently held to support future expenditure. Details of these reserves were provided in the report.

**RESOLVED** to note the report.

**4/18      PETITION – ROWSLEY, ROWSLEY BAR/CHESTERFIELD ROAD – CONCERNS REGARDING THE CONDITION OF THE ROAD, SPEED LIMIT AND SAFETY** Following receipt of a petition requesting actions relating to the condition and safety of Chesterfield Road, and specifically Rowsley Bar, Rowsley investigations have been undertaken. It was reported that representations had also been received from Councillor K Potter, Peak District National Park Authority.

There have been two reported injury collisions on the length of highway between Rowsley and Screetham Lane crossroads in the latest three year period up to 31 May 2017. There were no trends or linking causation factors that would suggest any intervention measures would be justifiable. The Department for Transport criteria dictated that on single carriageway rural roads, where development was sparse, the National Speed Limit was appropriate. This was the absolute maximum and the onus was on drivers to reduce their speed when the road layout or conditions presented hazards. The speed limit reduced to 30mph to cover the built up section of the road as it entered Rowsley. The road was inspected on a quarterly basis and surface dressing this road within the next five years was recommended in this year's annual report.

A general review of all the signs and road markings was being undertaken and the suggested passing place signs would be considered. The road signage for the 7.5 tonnes weight limit on this road has been improved at Gladwin's Mark to further highlight the weight limit, and also included the additional information that access could not be gained to the A6 and Rowsley.

**RESOLVED** that a review of the existing traffic signing at Rowsley Bar/Chesterfield Road, Rowsley be carried out in accordance with current regulations.

**5/18      PETITION – A609 KILBURN LANE, BELPER – REQUEST FOR DERBYSHIRE COUNTY COUNCIL TO TAKE ACTION TO SLOW DOWN SPEED OF VEHICLES**      A petition requesting additional measures to reduce the speed of vehicles outside the petitioners' homes on Kilburn Lane, Belper was received on 23 March 2017.

The petitioners' have requested additional signage, however the Department for Transport (DfT) guidance stated that warning signs were used to alert drivers to potential danger ahead, should be used sparingly and a route should be treated consistently. Road narrows signs should be used where a reduction in width on a single carriageway road presented a hazard. Officers from the Traffic and Safety Team have carried out a site visit and drawing HMT/MSN/489/17 at appendix 1 to the report detailed all the current signage provision and proposed enhancement works to the signing and lining provision.

A speed survey was carried out from 10 October to 23 October 2017 and the results showed a mean speed of 27.7mph in both directions. Speed camera enforcement was carried out by the Casualty Reduction Enforcement Support Team (Crest) which currently has a new initiative - Community Concern Sites, where the public could use the 'Report It' button on any of the Crest website pages if members of the public have a speeding concern.

**RESOLVED** that (1) due to the large amount of signage along this section on the A609, Kilburn Lane, Belper, a sign rationalisation scheme be carried out prior to the installation of the signs and lining works that are detailed on the attached drawing number HMT/MSN/489/17;

(2) the residents on Kilburn Lane whose over hanging foliage is obscuring the advanced visibility of the speed limit terminal signs detailed in drawing number HMT/MSN/489/17 are contacted and asked to remove foliage that is overhanging the public highway; and

(3) the lead petitioner be informed of the contact details for the Casualty Reduction Enforcement Support Team's Community Concern Sites.

**6/18      OBJECTIONS TO THE DERBYSHIRE COUNTY COUNCIL (HOWARD DRIVE, HIGH STREET AND THOMPSON STREET, OLD WHITTINGTON, CHESTERFIELD) (NO WAITING AT ANY TIME) ORDER 2017**  
Following the public advertisement and consultation on various Traffic Regulations Orders (TROs) at two locations in Chesterfield, objections have been received.

The objection to the double yellow lines on Howard Drive stated that it would cause parking to be displaced further along the road, however although it was

appreciated that there might be some displacement of parking, safety at the junction takes priority.

The objection to the Thompson Street double yellow line proposals, which included six other businesses operating on Thompson Street, felt that the restrictions would lead to parking taking place in the vicinity of their businesses and have an effect on customer parking and deliveries servicing their premises. The length of parking restrictions has been kept to a minimum and there would still be ample availability of parking in close proximity to the Objector's business.

**RESOLVED** that the proposed Traffic Regulation Order Derbyshire County Council (Howard Drive, High Street and Thompson Street, Old Whittington, Chesterfield) (No Waiting at any Time) Order 2017 be introduced as advertised and implemented in due course.

**7/18      OBJECTIONS TO THE DERBYSHIRE COUNTY COUNCIL (MILL GREEN WAY, NORTH ROAD, BARTON STREET, CLOWNE) (WAITING RESTRICTIONS) ORDER 2017** Following the public advertisement and consultation on two Traffic Regulations Orders (TROs) at two different locations in Clowne, one objection has been received.

The Objector has asked if a study of vehicle movements was carried out prior to making the proposal for Barton Street, felt that the restrictions on Barton Street would lead to an increase in vehicle speed and requested that Derbyshire County Council investigates the provision of warning signage.

It was not normal practise to carry out a traffic study when installing parking restrictions of such a limited nature. It was felt that there would be little effect on vehicle speed following the installation of parking restrictions, however there would be a visibility improvement. It was agreed that the installation of warning signage denoting a junction on the inside of a bend would be advantageous.

**RESOLVED** that the proposed Traffic Regulation Order Derbyshire County Council (Mill Green Way, North Road, Barton Street, Clowne) (Waiting Restrictions) Order 2017 be introduced as advertised and implemented in due course.

**8/18      RESULTS OF CONSULTATION FOR A NEW SHARED USE CYCLE PATH, B6057 BETWEEN DRONFIELD AND UNSTONE** Following detailed discussions and representations it was agreed that the consideration of this report be deferred to allow further consultations to take place.

**9/18      AWARD OF GRANT TO EXTERNAL RECIPIENTS RESOLVED** to approve the grant to South Wingfield and Pentrich Revolution Group (£300).

**10/18      PROPOSED EXTENSION OF THE FOOD BAG TRIAL IN HIGH PEAK** The County Council contributed £6,215 to part fund, in partnership with High Peak Borough Council (HPBC), a small scale six month trial to issue compostable food

bags to households in the Borough to encourage more residents to divert food waste for composting through their garden/food waste bins.

The trial commenced in September 2017 and the report provided details of the progress made to date.

HPBC has requested that all households in the trial be issued with two free compostable food bags per week rather than one and both authorities consider that this would positively contributed to the success of the food waste diversion. HPBC was unable to fund the second bag for the proposed 6 month trial extension, however in light of the success of the trial to date, it was proposed that the County Council funds both bags. HPBC has agreed to fund the distribution of the food bags and leaflets at a cost of approximately £3,960.

The County Council would incur costs of £7,989 whilst saving approximately £8,914, providing a net saving to the County Council of £925.

**RESOLVED** that (1) the Cabinet Member approves a six month extension of the food bag trial with an expenditure of £7,989 of County Council funds; and

(2) a further report be submitted to the Cabinet Member in summer 2018 on the progress of this trial.

**11/18      FUNDING FOR CRESWELL CRAGS AND CRESWELL HERITAGE TRUST**  
Derbyshire County Council (DCC) has annually made a core funding contribution to Creswell Heritage Trust (CHT) of £38,000. This funding has been matched by Nottinghamshire County Council (NCC) which gives CHT a total annual contribution of £76,000 to its core costs.

It was also agreed that DCC's £38,000 contribution for 2017-18 would be funded from the earmarked reserve and DCC's Countryside Service's budget, £37,550 and £500 respectively. It was proposed that the core funding to CHT from the earmarked reserve was released quarterly against agreed performance criteria and assurance of NCC's match funding.

Officers from DCC and NCC have been working with the new CHT Director to develop Key Performance Indicators (KPIs). It was proposed that these KPIs were approved and, if CHT's performance was in accordance or exceeded the KPIs over three financial quarters, the Head of the Conservation, Heritage and Design Service (CH&DS) be authorised to release the funding to CHT. If the KPIs were not achieved in total over three financial quarters, then the Head of CH&DS would bring a further report to the Cabinet Member with proposed actions.

It was also proposed that the Head of CH&DS produces an annual summary report on the issues that arise from the development of visitor numbers and the site inspection regime.

**RESOLVED** that (1) Derbyshire County Council's core contribution to Creswell Heritage Trust being released quarterly be approved, so long as the financial Key Performance Indicators highlighted in the report are cumulatively achieved over three financial quarters and that the contribution is matched by Nottinghamshire County Council;

(2) the Head of Conservation, Heritage and Design is delegated to release the funding to Creswell Heritage Trust, so long as Resolution (1) above is satisfied;

(3) the Head of Conservation, Heritage and Design needs to report back if the financial Key Performance Indicators highlighted in the report are not cumulatively achieved over three financial quarters; and

(4) the Head of Conservation, Heritage and Design produces an annual report on the other Key Performance Indicators for submission to the Cabinet Member for Highways Transport and Infrastructure and the Cabinet Member for Strategic Leadership, Culture and Tourism.

**12/18      2017-18 CONSULTATION - DERBYSHIRE AND DERBY MINERALS LOCAL PLAN** Derbyshire County Council and Derby City Council were jointly preparing for a new Minerals Local Plan (MLP) to replace the current adopted Derby and Derbyshire Minerals Local Plan, April 2000. The proposed Derbyshire and Derby Joint Minerals Local Plan would cover the period up to 2030.

In accordance with the National Planning Policy Framework in 2012 and the Town and Country Planning (Local Planning) (England) Regulations 2012 the Councils switched from a two document approach to preparation for a single MLP. The representations received from the Issues and Options consultation have been carried forward and work on updating the evidence base, in accordance with the duty to cooperate with other bodies, including liaison with those promoting sites, local communities and various other stakeholders, has been ongoing and further public consultations have been carried out including a consultation exercise on sand and gravel extraction sites.

The Derby and Derbyshire Development Plan Joint Advisory Committee has been consulted on all the relevant papers relating to this phase of MLP consultation and, to date, no comments from its members have been received.

The next round of consultation provided a new opportunity for interested parties, including town and parish councils, district and borough councils, operators, developers, landowners, community and interest groups and the people of Derbyshire to influence the subject matter and content of the MLP before a Draft MLP was prepared and a final version was subsequently published for Examination in Public. The consultation responses received at this stage, along with the Sustainability Appraisal and further consideration of the evidence base and other relevant policy, would inform the preparation of the Draft MLP. The consultation would commence in January 2018 and be open for a period of eight weeks.

**RESOLVED** (1) to approve the implementation of a round of consultation on the emerging Derbyshire and Derby Minerals Local Plan, as outlined in the report; and (2) that the comments of the Cabinet Member be incorporated within the Plan and that transportation issues formed part of the Council's strategic approach.

**13/18      EXCLUSION OF THE PUBLIC      RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining items 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 7 December 2017.
2. To consider the exempt Report of the Strategic Director – Economy, Transport and Environment on Community Rail 2018-19 (contains information relating to an individual).